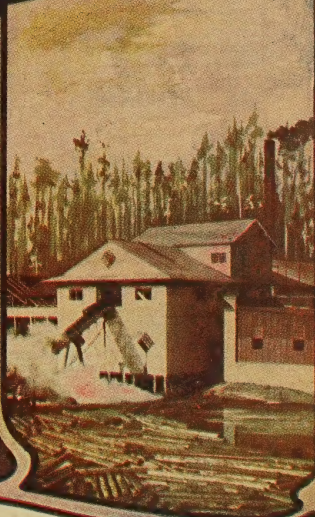


K.C.S. CURRENT EVENTS

AN
INDUSTRIAL AND AGRICULTURAL
MAGAZINE



PUBLISHED QUARTERLY BY
THE KANSAS CITY SOUTHERN
RAILWAY COMPANY

J. F. HOLDEN, VICE-PRESIDENT
S. G. WARNER, GEN. PASS'R. & TKT. AGT.
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KANSAS CITY, MO.

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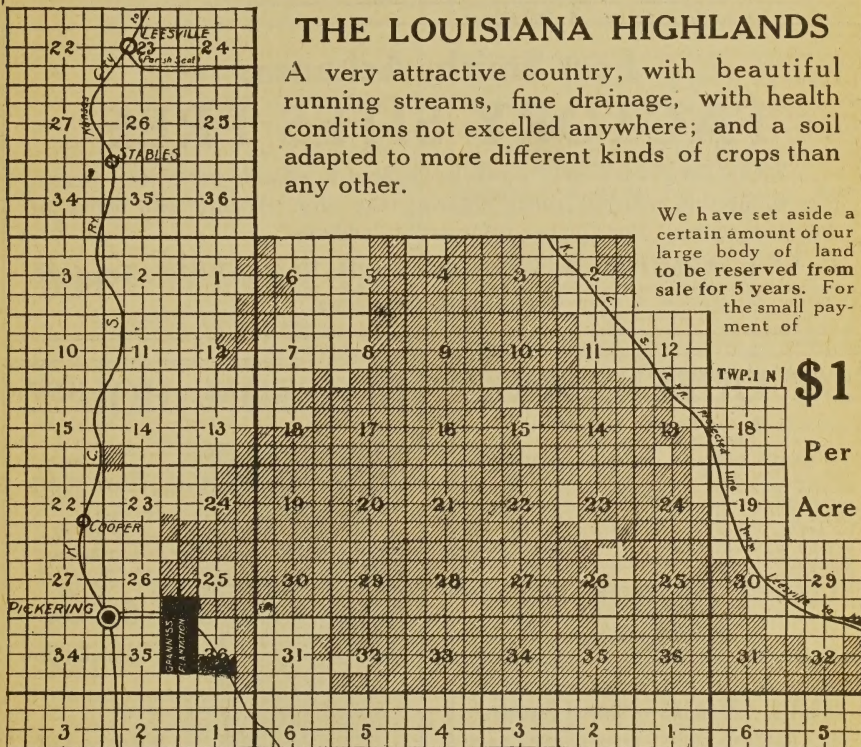
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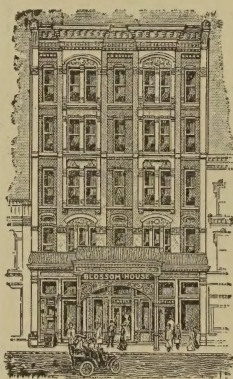
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Fruits and Berries

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Horses, cattle, sheep, hogs and mules are free from disease and can be raised very cheaply.

A splendid all-the-year climate to live in, and the cheapest and best farms are found in the vicinity of Lockesburg, Arkansas.

Write for information to

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- 14,000 acres, Arkansas cut-over timber lands; fruit, truck etc., \$1.25 per acre down.
- 1,280 acres, rich land with virgin hardwood timber, near Texarkana, \$20 per acre.
- 1,700 acres, Red River plantation, 800 acres in cultivation, 34 houses, on railway, \$30 per acre.
- 621 acres, Red River farm, black soil, 500 acres in cultivation, 10 miles from town, \$40 per acre.
- 700 acres, black land farm, 100 acres in alfalfa makes five tons per acre, soil 15 feet deep.
- 640 acres, Little River County, black land farm; 170 acres in cultivation; 250 more partly cultivated.
- 240 acres, 100 in cultivation; 3 sets of houses; level; no rocks; all tillable; \$20 per acre.
- 192 acres, Little River farm, 90 acres in cultivation, good house and barn; lays level; rich dark soil; 4 miles from town; fine crops now on farm; \$3,000.
- 200 acres, rich creek bottom farm; 40 acres in cultivation; new two-story house; \$16 per acre.
- 430 acres, Highland Ranch; 100 acres in cultivation; rich dark loam soil; lays level; no rocks; 1¼ mile from K. C. S. Ry.; 5 houses; beautiful deep clear lake on farm, full of fish; practically all tillable; \$12 per acre.
- 120 acres, improved farm; 65 acres in cultivation, 2 acres orchard; on public road, mail and telephone route; healthy, good soft well and spring water; \$20 per acre.
- 118 acres, improved farm; 40 acres in cultivation, orchard, all tillable, healthy, \$16 per acre. Terms, \$600 down, balance easy; level, good sandy loam soil.
- 120 acres, bottom and upland farm; 1½ miles from Winthrop, 40 acres in cultivation; \$25 per acre.
- 40 acres, improved farm; 18 acres in cultivation, level, no rocks, on public road; near Winthrop; all tillable; young orchard; \$1,200, \$300 down.
- 40 acres, improved farm; 18 acres in cultivation; 5 miles out, on public road; \$800.
- 320 acres, red land farm; 280 acres in cultivation; 40 acres hay meadow; rich soil; \$25 per acre.
- 160 acres, red land farm; 96 acres in cultivation; 16 acres hay meadow; rich soil; \$20 per acre.

Winthrop is a small town on the Kansas City Southern Railway, 449 miles south of Kansas City, Mo., and 39 miles north of Texarkana, Texas. Write for complete descriptions, terms, etc. Information free. Little River and Red River Valley lands.

ROBERT SESSIONS LAND CO., Winthrop, Little River, Co., Ark.

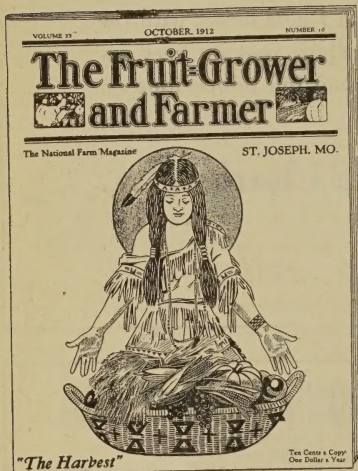
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According to Your Home Conditions

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Every issue of **The Fruit Grower and Farmer** gives you articles of the most practical nature, all of which are written exclusively for **The Fruit Grower and Farmer** by men of long years of experience in fruit growing and farming,—they are practical farmers themselves;—men who live on and experimented their own farms;—men who have given up a whole life time to the industry.

Over 100,000 prosperous farmers and fruit growers read **The Fruit Grower and Farmer** month after month, year after year; they swear by it. It has been their guide. If you are in the field for a fruit and farm magazine, send in your subscription order now. The subscription price of **The Fruit Grower and Farmer** is \$1.00 a year, 50c for six months, or 35c for three months.

SEND FOR A SAMPLE COPY TODAY

AS A SPECIAL INDUCEMENT with your subscription for one year at \$1.00, we will send you, absolutely free of cost, your choice of a copy of "The Fruit Grower Guide Book", or "Making Money on Farm Crops." Both these books are extremely practical and contain some 300 pages, well printed and illustrated. Send in your order at once and secure a copy of either of these books free of cost.

THE FRUIT GROWER AND FARMER, St. Joseph, Mo.

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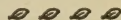
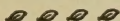
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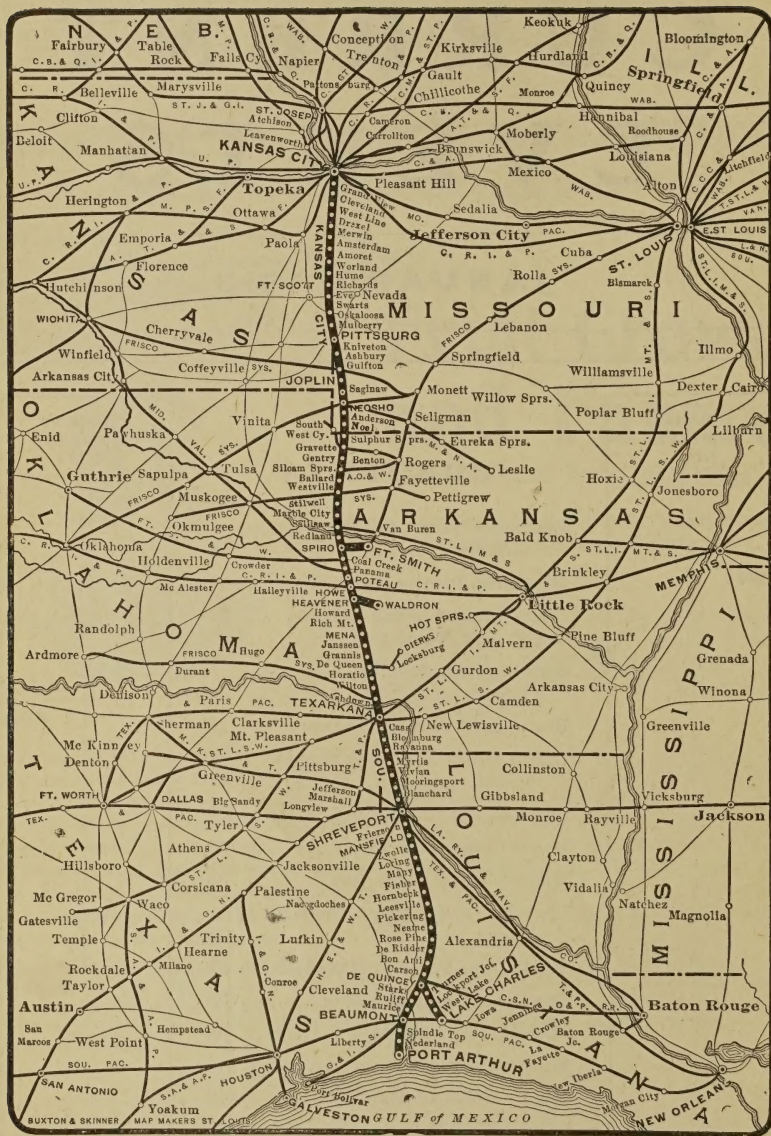
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NO. 1

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CURRENT
NUMBER
FORTY





MAP OF THE KANSAS CITY SOUTHERN RAILWAY.

Beaumont, Texas, and Surrounding Country

During the past decade a phenomenal development of natural resources has taken place in southeast Texas. This development extended to all lines of industry, commerce and agricultural effort and resulted in a wonderful growth of the towns and the country surrounding them.

Beaumont in 1900 was a town of about 8,000 inhabitants. Its principal industry was the manufacture of lumber. Its agricultural resources lay practically dormant, with the exception of the rice growing industry which had its beginning in 1892. This industry had reached, in 1900, sufficient magnitude to make Beaumont noted for its rice production as well as for its production of lumber. This was an asset not dreamed of by the early settlers, who confined their agricultural operations to the cultivation of small tracts and the raising of livestock on the open pasturage. The production of the ordinary field crops was very small and used for home consumption only. The rice growing industry alone, would in the course of time have brought about the growth attained later on, but in 1901 an entirely unexpected thing happened. On January 11th the famous Lucas oil well was brought in, a short distance from Beaumont. The incident electrified the petroleum world. Coal Oil Johnny was on the spot on very short notice. Within a few weeks the population of Beaumont had increased from 8,000 to 25,000. This influx of new people brought in a flood of capital which could not have been secured under ordinary conditions in many years. The boom period brought about the establishment of many new lines of business and enlarged the existing lines. That which was built to accommodate the new influx of business was permanent and substantial. After the excitement incident to the development of an oil industry had subsided, there were found so many other lines of profitable investment that the city retained nearly all its new acquired population and continued to grow and expand.

In 1910 the census gave to Beaumont 20,640 population. This population was entirely within the city limits. The city had over-grown its old bounds and some of its greatest industries and most populous residential sections were outside of the city limits. As a matter of fact the population of Beaumont is approximately 26,000, though

the school census places it at 28,000. The city now has 48 manufacturing industries with a total capitalization of \$14,769,500; a gross annual business of \$11,601,000, and a payroll of \$3,490,200, with about 1500 employees. In the mercantile lines are 48 wholesale firms. The value of the grocery and provision trade will exceed \$4,000,000 a year; the grain and mill stuff distribution will reach \$2,000,000, the fruit and vegetable trade will aggregate \$3,000,000 a year. The hardware, implement and machinery trade is also very large. There are seventeen plants in the city using the forest resources as their raw material; five of these employ about 100 employees each. There are in Beaumont three of the largest rice mills in the world, requiring an investment of \$700,000. Among the other industries are immense oil refineries, two large brick plants, a creosoting plant, three iron works and machine shops, an ice, light and power plant, costing \$500,000, a large ice factory, gas works, and several electric plants.

The municipal undertakings consist of three public parks, six public school buildings, valued at \$288,000, sixteen miles of sewerage, valued at \$374,126, seventeen miles of gas mains, fifteen and one-half miles of shell paved country roads, costing \$5,000 per mile, forty miles of cement walks costing \$100,000, five fire department stations and municipal buildings costing \$488,842. The cost of the waterworks plant is \$128,000. The private enterprises, semi-public in character, are the following: Nine private schools and seminaries, thirty-three churches valued at \$500,000; two hospitals, 206 miles of irrigation canals for rice, fifteen miles of electric street car service, two telegraph and telephone companies, a fine large opera house, a public library, boat houses, club houses, etc.

Jefferson County, Texas, in which Beaumont and Port Arthur are situated, comprises 490,000 acres of land of which a little over one-third is in actual cultivation. Twenty-nine thousand acres are occupied by cities, towns and villages. Of the remainder one-half is capable of the highest cultivation. The remainder at present consists of wooded lands and some areas of marsh lands which are now in part being drained. The existing irrigation canals are capable of watering 100,000 acres of rice lands and about 75,000 acres, one year with

another, are devoted to rice cultivation. About \$4,000,000 are invested in the rice growing industry in this county.

For a number of years rice growing and cattle raising were almost the exclusive pursuits of the people, but within the past five years there has been a well defined tendency to diversify the crops. It was found that corn, cotton and forage crops would do well on the lands used for rice cultivation and the production of these crops has been greatly enlarged. Food products, particularly vegetables and fruits had been shipped in from other localities for years, but in time the home-grown products supplanted those from abroad. It was learned further that the home-grown products would mature from two to three weeks earlier than in the sources of supply which formerly had been drawn upon and eventually a truck shipping industry was developed. In 1911 two hundred and thirteen car loads of cabbages, cucumbers, sweet potatoes, Irish potatoes, tomatoes and cantaloupes, yielding a revenue of \$60,000, were shipped out of the county. There was scarcely an acre of cotton in the county in 1900. In 1911 five thousand acres were devoted to this crop. In 1900 corn was mainly grown as roasting ears for the table. In 1911 ten thousand acres, yielding a large

crop, were grown for forage. The farmers now raise their own feed. Corn, the sorghums, cowpeas, peanuts, several hardy winter cereals and some alfalfa are now grown on nearly every farm.

The most surprising feature to the old residents is the large number of new farms, lands which have been just broken from the sod in the past year. They are found everywhere through southeast Texas and the greater number are doing well. Some of the new farmers are doing better than others through their thoroughness, their better understanding of farming and their greater industry, but on the whole, the new comers are a sturdy lot who will make good in the long run. So rapidly has been this general farm growth that there has been barely time for the new comers to properly organize their facilities for marketing their crops as has been done so generally in the older farming sections.

Another years work will doubtless perfect the marketing facilities, either through the organization of truck shippers associations or the location of merchants who handle produce in the newly settled localities. Land is still very cheap in Jefferson County, Texas, and the Beaumont Chamber of Commerce will be pleased to furnish any desired information concerning the city of Beaumont and Jefferson County.

Missouri's Poultry Production

The "Missouri Red Book" containing the annual report of the Commissioner of the Bureau of State Labor Statistics for 1912 has been recently published. The book is full of important and interesting information, but one of the most interesting compilations is that pertaining to the production of poultry and eggs. The report shows that Missouri not only leads every state in the Union in the value of poultry productions, but exceeded its own record for any previous year. "That the poultry industry of Missouri," says Commissioner Biggs, "is a potent factor in keeping the state in the front rank of the commonwealths, is shown by the fact that last year the farmers shipped to market eggs, poultry and feathers to the value of \$28,818,145. Added to this is the estimated value of these commodities consumed locally, which is placed at \$22,000,000, bringing the total

valuation for the year up to \$50,818,145. When it is remembered that the three and one-half million citizens of the state were first supplied with these products before a dollar's worth were shipped, it will be seen that the estimate of \$22,000,000 worth for local consumption is conservative.

Shipment Figures.

"From the actual shipment figures we find that there were 82,060,702 pounds of live poultry, valued at \$8,206,070; dressed poultry, 39,573,073 pounds, valued at \$4,946,634; 101,417,700 dozen eggs worth \$15,212,655, and 1,131,965 pounds of feathers, worth \$452,786.

"Counting the actual shipments only, the Missouri hen laid enough eggs in 1911 to give every man, woman and child in the United States nearly fourteen eggs, while every resident of the United States, were the distribution made equally, would be en-

titled to one and one-third pounds of the 1911 shipment of poultry.

"With the poultry production, for the year in question placed at \$50,000,000, it is of interest to note that this exceeded the value of the wheat crop of Kansas for the same year. It was worth nearly as much as the combined cotton crop of Florida, Louisiana and Tennessee.

"The total value of the tobacco produced in Connecticut, Illinois, Indiana, Massachusetts, Missouri, New York, North Carolina, Kentucky and Tennessee was \$50,441,851, or practically the same as the poultry production of Missouri.

"Another startling comparison shows the value of the poultry products of Missouri for 1911 to be greater than the combined value of all the gold and silver produced in Colorado, California and Arizona for the same year."

The ambition of the State Poultry Experiment Station is to produce the "\$100,000,000 hen." That is to say, to bring poultry raising in Missouri to the point where its annual production will be worth \$100,000,000, and it is felt that this can be done by the selection of the best laying breeds and the proper handling and care of the poultry. An educational exhibit was made in the coliseum in St. Louis, Mo., November 27th to December 2d by the State Experiment Station for the purpose of demonstrating how poultry should be handled and to furnish to poultry raisers the most expert views on this subject.

The State Experiment Station is at Mountain Grove, Mo., where the State Board of Agriculture expended \$20,000 to ascertain which breed of hens possessed the best laying propensities. This experiment station on a miniature scale was brought to the coliseum in charge of the state experts. They brought with them a mammoth incubator arranged to hatch 10,000, 15,000 or 20,000 eggs at a time.

"Eggs for this mammoth incubator cost, on the average, 5 cents each," declared Henry Steinmesch, member of the State Board of Agriculture and vice-president of the St. Louis Poultry Show, in explaining

the profits gained through the operation of the mammoth incubator.

"Therefore, 20,000 eggs, placed in this incubator at one time, cost \$1,000.

"The average hatch from 20,000 eggs is 16,000 chickens. The chickens can be fed at eight cents each up, until they are eight weeks old, when, in the hands of an expert poultry raiser, each chicken will weigh from one and three-quarters to two pounds, and readily sell for 50 to 60 cents a pound. So from this one hatch, eggs that were worth \$1,000 have reproduced 16,000 chickens worth \$15,000.

"This is why Missouri poultry products exceed \$60,000,000 a year, and constitute the biggest natural product in the state."

The poultry figures for the whole United States are contained in the United States census report of 1910, issued April 15th, of that year.

The total number of farms reporting poultry for 1910 was 5,585,032, or 87.8 per cent of all farms in the country. Only 6,507 of the farms reporting poultry failed to report chickens. Turkeys were reported from 871,123 farms, or 13.7 per cent; ducks from 503,704, or 7.9 per cent; geese from 662,324, or 10.4 per cent; guinea fowls from 339,538, or 5.3 per cent, and pigeons from 109,407, or 1.7 per cent.

The number of fowls reported in 1910 was 295,880,000 and their total value was \$154,663,000, or an average value of fifty-two cents. Nearly 95 per cent of all the fowls were chickens. They numbered 280,345,000 and their value was \$140,206,000, the average value being fifty cents. Turkeys numbered 3,689,000 and were valued at \$6,606,000, the average value being \$1.79. The ducks reported numbered 2,987,000 and were valued at \$1,567,000, with an average value of fifty-four cents. The total number of geese was 432,000 and the value \$3,195,000, or an average value of seventy-two cents. Ostriches to the number of 5,361 were reported with a value of \$1,696,000, or over \$300 each. The ostriches were reported from five states: Arizona, Arkansas, California, Florida and Texas.



Jose's Courtship and Diabolo

F. E. ROESLER

It was a long dreary wait at Socorro Station. The train was two hours or more overdue. Opposite the depot was a small store, beyond that, a mile or so of brown dusty landscape and then the ancient town of Socorro. The only structure that had ever received a coat of whitewash was the old church, built by the Franciscans over two hundred years ago. The other buildings, scattered about in a promiscuous sort of a way, were flat roofed adobe structures, looking much like the mother earth from which they were made. Fighting flies and staring at the agent's clock was about all that could be done. It was too hot to sleep and too hot to keep awake.

Young Martinez, my companion in misery, with whom I had closed a deal for several carloads of alfalfa, had come to the depot to see me off. A portly, coffee-colored man, accompanied by a meek looking young fellow in a seersucker suit, and both followed by a ferocious looking red and white bull dog, stepped out of the store opposite and started leisurely up the dusty road toward town. Martinez stretched himself, yawned once or twice and then remarked: "There goes a holy trinity, the like of which you will find nowhere else; the father-in-law, the son-in-law and Diabolo himself in the form of a beast. The three, between them, have stirred up more trouble in Socorro in five years than did the whole of the community in a hundred."

"Why," I remarked, "I always thought that the people of Socorro were altogether too lazy and inert to have trouble of any kind."

"Gentlemen, the train won't be here until after midnight, if then," broke in the station agent.

"I think you had better stay here until tomorrow morning, so come to my house, where it is cool, and I'll tell you a thing or two about these inert and lazy people." Martinez took my arm, and fifteen minutes later we were on the shady side of his house.

After we had made ourselves comfortable, had drunk lemonade and had gotten our cigars well to fuming, he began:

"We have several people here, who have bad tempers, and of these old Pacheco has the worst. Ten years ago he was just a common peon, but today he is the richest man in town. He is as illiterate as a cow.

He wanted to become gente, but never learned the fact that wealth and respectability are not necessarily the same thing. A few years ago he, with a hundred others, hired out to a contractor to dig dirt on a new railroad. He did no digging himself. He handled the cards while the others handled the spades and when the party came back he was rich and all the others were in debt to him. None brought any money when they came back home. Since his return he has acquired much wealth, has had lawsuits with nearly every respectable person in the county, and no one believes that he ever earned an honest peso in his life. How he acquired his fortune is another story. That ugly beast of his has fought every other dog and half the men in Socorro. He is impervious to poisons and bullets alike. The people call him Diabolo, and some believe him to be the evil spirit himself. The young fellow is Jose Gomez, who had been working for Americans in El Paso, and understands English. Pacheco needed a clerk when he opened his stores and he brought him here. The people here have some names for Pacheco, not usually applied to gentlemen, but all speak well of his daughter, Teresa, who is now Jose's wife.

"It did not take Jose long to get the good will of Teresa and that of her father, but to work his way into the good graces of Diabolo was a more difficult matter. He had to undergo several experiences before he could become a son-in-law, and some of them are still the talk of the town. Some three years ago he and Teresa were to be formally betrothed, as is the custom here. As the story runs, Jose had sent his parents ahead to Pacheco's house to attend the preliminaries. After adjusting his flaming red necktie and brushing his new suit of clothes, and seeing to it that the cuffs of his trousers were on straight, he mounted his father's horse and rode to the abode of the bride-to-be. He entered the patio from the rear to hitch his horse, and shut the gate behind him. Pacheco's family, the adored Teresa, and Jose's parents were in the front part of the house and knew nothing of his arrival. The game rooster in the yard looked at Jose askance, but Diabolo, the white and red bull dog, seemed to have no doubt

in regard to his duties. With a growl he made for Jose's legs and Jose got himself in motion at once. To get out of the gate was impossible. The doors to the back of the house were securely locked, and the only place of safety in sight seemed to be an upright wooden frame covered in part with thin boards, on which had been laid chill peppers, sliced apples and beans, to dry.

"On the other part of the frame were two inverted wine vats made of a bull's hide, about twice as big as an ordinary wash tub. Jose's desperate efforts to climb upon this flimsy shelter brought down the house and with it came a shower of peppers and dried apples. One of the big wine vats fell on top of him and the weight doubled him up under it. When Diabolo recovered from his surprise, he took an interest in the proceedings. An exposed coat tail and part of a trouser leg came off in a hurry. With Jose safely caged underneath, he jumped on top of the vat and went to sleep. The hot July weather, the fine dust from the chill peppers, and the sun burning on the vat, contributed to make things rather warm for Jose. He swore and perspired for two solid hours.

"A stranger riding by noted the wreck of the frame and the watchful attitude of Diabolo and concluded that some thief had raided the place and had been caught by the dog. Finding no one at home (Pacheco and the others having gone in search of the truant Jose), he notified the new American constable, who beat off the dog and took Jose in custody. It was after midnight before Jose could get word to his prospective father-in-law and be released from the calabosa. The betrothal did not take place that day.

"The next week Jose had some important business matter to talk over with the old man at his home. Having encountered Diabolo once, he prepared for emergencies by selecting the heaviest rawhide whip from among his father's saddlery. He opened the garden gate with some trepidation, stepped noiselessly along the garden walk and entered the hallway leading through the house. Turning to the left to enter the open door of the dining room, he found the family at the table and Diabolo lying across the doorway. Retreating and waking the dog was dangerous. There was only one thing to do and he did it. He quietly raised the rawhide above his head and brought it down on the dog with all the

vigor he possessed. It caught the dog the full length of his body. There was a terrific yelp and a white and red body shot forward over Senor Pacheco's shoulder, knocking his cup of coffee into the middle of next week. Next, it landed for an instant on the table, scattering the dishes in all directions and then sailed through the window opposite, taking several panes of glass with it.

"Jose, trusting to his legs rather than diplomacy, bolted in the other direction, cleared the garden wall at a bound and got out of sight, as he thought, unobserved. Teresa nearly died laughing when she told my wife about it. After his return home, Jose observed a party of armed men approaching his father's house, and, being a peaceful man, he mounted a stubborn little burro in the patio and rode away in a hurry. For a few minutes he laid welts on the thick pelt of the burro and soon reached a little bridge across a big ditch. The burro would not cross and when the whip was again applied, he deliberately backed off and dropped himself and Jose into the muddy water. These little bridges are dangerous. We pulled not less than twenty-three out of the ditches last Christmas night.

"Before Jose could get the mud out of his eyes the war party had overtaken him. They inquired breathlessly as to whether he had seen anything of Diabolo. The beast was undoubtedly mad and they wanted to kill it before anyone was bitten. Jose expressed his honest regret at not having seen anything of him and hoped that their search would not be in vain. Calling in the evening at Pacheco's house, he found the Senor busily engaged in rubbing horse liniment on a very disconsolate looking dog. There was a red stripe an inch wide extending from his head to his tail and there were several places where he had been hit with bird shot. The Senor was now satisfied that the dog was not mad, but could not figure out what had happened to him. Jose noted a peculiar twinkle in Teresa's eyes and a suppressed smile, but concluded that this was not the proper time to enlighten his prospective father-in-law.

"Diabolo had trouble with others shortly before Jose's wedding. A stranger came to town. He wore a red skull cap and a pair of blue trousers big enough to hold three fanegas of wheat beside the stranger. He carried with him a great white bundle, held together by tying the corners of a large bed sheet into a knot. He claimed to come from the holy land and carried a

large stock of rugs, shawls, linen, mother of pearl trinkets, crucifixes, crosses, images, wood carvings made from the cedars of Lebanon, all blessed by the Bishop of Jerusalem. Senor Pacheco examined his stock, and thinking of the approaching wedding of his daughter, sent a small boy with the Oriental to his house, instructing his daughter to buy anything she desired.

"The peddler and his small companion soon reached the place. Passing over the grass plot in front of the house, the peddler vigorously pulled the knocker on the door. Senora Pacheco and Teresa had gone out. Diabolo quietly came from the back yard and carefully inspected the peddler. His breakfast had agreed with him and for once he was reasonably good natured. The peddler was nervous and when the dog began to smell of his leg he kicked at him, which was a serious mistake. The challenge was instantly answered with a growl and a lunge at the peddler's leg. The peddler tried to protect himself and struck at Diabolo with his bundle. Then there was joy in dogdom. Diabolo got a good hold of that bed sheet and r-r-rip, it was torn into halves. In less than half a minute he had scattered the contents of that bundle over half an acre of tall grass. Silk and linen goods, rugs and the hundreds of trinkets were scattered through the grass or wound around the bushes. The subject of the Sultan of Turkey was safely up a tree in his red fez and red jacket and blubbering like a 5-year-old boy, while Diabolo was having lots of fun with a pair of blue Turkish trousers. After a few minutes Pacheco's goats and calves came from the back yard and tested the food values of the trousers and linen goods, while the owner was pulling his hair and showering Arabic maledictions on Diabolo, the goats, the calves, their owner and his ancestors back to the days of Adam. The admiring crowd surrounding the fence enjoyed the entertainment immensely, but did not dare come into the yard. A long weary hour passed before Senora Pacheco returned and chained the dog. After being supplied with a pair of Pacheco's trousers, the peddler worked two hours collecting his trinkets, crosses, rosaries, medals and other junk from the grass. In order to avoid having the dog killed by the authorities, Senor Pacheco paid the damages and purchased liberally.

"Diabolo got himself or others into trouble numberless times, but his most famous exploit took place on the day first set for Teresa and Jose's wedding, which by the way didn't come off on time. It should

have been celebrated in the old Yglesia (church), but this venerable building was under repairs and the good padre had been prevailed upon to hold the ceremony in the house of the bride's father.

"In consequence of the extensive culinary preparations, Diabolo had been entirely forgotten when it came to the question of providing his dinner, and he happened to be at large and very hungry. While out foraging, he came to the house of Senor Olguin, the front parlor door of which was open. In the small irrigation ditch in front of the house some flea bitten hogs were taking a mud bath when Diabolo happened along. It is distressing to see other folks in comfort when one has an empty stomach, and so he made a rush for the largest hog in the bunch and deftly seized it by the ear. True, he got a mouthful of mud, and it smelled bad, but the hog squealed and that was music to him. The hog tore itself loose and sought safety in flight. Diabolo headed it off and drove it and the whole herd into Senor Olguin's parlor. He followed, intending to pull some more ears, but the hogs ran around so lively, overturning chairs, bric-a-brac and parlor furniture, that before he could catch any of them the noise caused Senora Olguin to open the door leading to the dining room, and the whole herd went through it with a rush. Diabolo discreetly withdrew, but from the squeals issuing from Senor Olguin's house, he must have concluded that the hogs were having a wonderfully good time.

"All this did not, however, fill an empty stomach and so before long he entered the patio of Senor Perez's house, and lo and behold, on the bench at the kitchen door lay a large platter on which was a freshly boiled ham, just set out to cool. It smelled awfully good, but it was quite warm. He licked all the grease from the platter and then took a drink out of the ditch. Then he grabbed the ham and made off with it. In doing so he dropped the platter on the hard ground, and broke it. Senor Perez came just in time to see Diabolo and his ham disappear around the corner. With a stout cudgel in hand he started in pursuit and was soon joined by Senor Olguin and several of his neighbors. Diabolo was soon aware of the pursuit, and gave them a run for their money.

"In Senor Pacheco's home all the preliminary arrangements for the marriage ceremony had been made. The guests were lined up along the walls of the room, the bride and groom were standing up and were receiving the preliminary admonitions

and advice usually delivered on such occasions. It was suddenly noted that there was a disturbance outside, and angry voices could be plainly heard. The good padre, who was nearest the open door, turned half way round to ascertain the cause, when Diabolo bounded in, landed squarely against his legs and upset him on the floor. Surely it is not pleasant to come in contact with a sixty-pound dog and a twelve-pound ham, when both are in a hurry. Diabolo rushed through the back door, leaving a trail of grease as he went.

"Before anyone in the room could form any idea as to what had happened a party of excited, but unbidden, guests had entered. Pacheco, always pugnacious, remonstrated and ordered them out of the house, and then, no one knows how it came about, nearly all present engaged in a general scrimmage. Diabolo, having recovered his breath, and being on his own ground, mixed in the fray, and bit friend and foe indiscriminately. Pacheco's party, being the

stronger in number, finally ejected the intruders. The good padre was too exhausted to continue the ceremony and went sadly homeward, and so did the guests, most of them somewhat the worse for wear. The fight had extended into the dining room, where some good wine was spilled and much food well trodden into the carpets. The next day the whole matter was aired before the alcalde, who fined all the men, except the padre, \$5 apiece. Diabolo was sentenced to death, but the railroad agent quietly smuggled him back to his former master in El Paso, and he did not get back for nearly a year, not until the alcalde relented. Jose quietly got married in El Paso the following week, and Pacheco gave a liberal donation to the church here.

"I could tell you more about Diabolo, Pacheco and Jose, but it is late and if you want to catch that train in the morning, you will have to get up early. Nothing ever happens in Socorro, Oh, No. Buenos Noches."

The Fruit Crop of 1912

The long cold winter of 1911 had a very favorable effect on the fruit crop of 1912, in preventing premature blooming of the fruit trees and thus assuring a crop which otherwise was liable to be injured by late frosts. This statement applies more particularly to the apple crop in Missouri and northwestern Arkansas and the peach crop in southern Arkansas and Texas. The apple crop was very large, but as very few of the growers had thinned their fruit or even protected it by spraying, the quality in many localities was below standard. In Missouri, the peaches were winter killed in many places and the crop was scant. In northern Arkansas a crop of 25 to 50 per cent was obtained. In southwestern Arkansas and in Texas, the maturing of the crop was delayed, but the yield was exceptionally large.

The fruit movement for 1912 assumed enormous dimensions, and all railroads passing through fruit and truck producing territory were taxed to the uttermost to provide quick and efficient transportation. At this writing, (December) most crops of this kind have been moved with the excep-

tion of the apple crop, late potatoes and late truck crops. The Kansas City Southern Railway, for the first ten months of 1912, has hauled 5,519 carloads of fruit and truck with large shipments of apples, potatoes and late truck to follow.

Strawberries are shipped ordinarily about the middle of March or the beginning of April, when the Gulf Coast shipments begin to move. Eastern Texas and northwest Louisiana come next and by the first week in June most of the berries in southwestern Arkansas and southeastern Oklahoma have been shipped. Three hundred and twenty-four carloads of strawberries, coming from Tipton Ford, Neosho, McElhaney, Goodman, Anderson and Lanagan, Mo., and Sulphur Springs, Gravette, Decatur, Gentry and Siloam Springs, Ark., were shipped by freight over the Kansas City Southern Railway, to which should be added twenty-one carloads shipped by express, making a total of 345 carloads. The value of these shipments was approximately \$345,000. Another railway carried up to June 3rd, 718 carloads or 359,000 crates, valued at approximately \$750,000. The strawberry crop shipped from Neosho, Mo., consisted of 192 carloads

and was valued at \$165,000; the crop from the Sarcoux district amounted to 155 carloads, valued at \$75,000. Shipments of berries were also made from Springfield, Mo., 359,000 crates; Aroma, Belfast, Chester, Seneca, Racine, Diamond, Ritchey, Pierce City, Mo.; Granby, Fairview, etc., etc. The Missouri Red Book, published by the State Bureau of Labor Statistics for 1911, gives the total shipments for that year at 243,179 crates, valued at \$486,358. The berries came from Jasper, Newton, Lawrence, Greene, Barry Howell, Bollinger, etc., counties, the largest shipper being McDonald County, which shipped 86,403 crates and obtained a revenue of \$172,806. The acreage devoted to berries in 1912, reported from various points, was 10,585 acres.

The peach movements of 1912 was a great one, probably the largest in the history of fruit-growing in the southwest. Missouri supplied very few peaches, Northwest Arkansas a limited supply, but southwest Arkansas and east Texas made good any deficiencies that might have accrued elsewhere. The crop was simply immense and somewhat difficult to handle because of its magnitude, involving much waste of fine fruit. The period of ripening was a little later than usual, owing to the longer duration of cold weather. The extra early varieties, such as the Arp Beauties, Mamie Ross, Slappeys, Belle of Georgia, etc., began to move in Texas about the middle and end of June, but by the 15th of July the Elberta crop was moving steadily, and for a time from 200 to 400 carloads were shipped daily. According to the railway estimates preparations were made to move the following quantities: Texas & Pacific Railway, 1,500 carloads; International & Great Northern Railway, 1,100 carloads; Sunset Central lines, 900 carloads; Cotton Belt Railway, 1,000 carloads; in all 4,500 carloads, containing about 400 bushels to the car, 1,800,000 bushels, worth at \$3 a bushel, \$5,400,000. How many carloads were actually transported is not yet known, but 8,742 carloads of fruit and truck were re-iced at Texarkana up to August 17th, and of these 3,048 carloads were peaches. The great bulk of the Texas peach crop had been moved by that date, but the late varieties, like the Salway, Late Piquette, etc., were yet to come.

During the season of 1911, 13,000 carloads of melons, truck and fruit were shipped from East Texas by freight to northern and eastern markets. The express shipments are not on record, but it is reliably estimated that these shipments

would add 50 per cent to the total. In addition to supplying the markets of the north and east many hundreds of carloads were consumed at home, besides the inevitable waste which occurs in all fruit-growing districts due to various causes. The shipments made were worth probably from \$15,000,000 to \$20,000,000. The peach shipments from East Texas in 1911 amounted to 4,500 carloads.

The Arkansas and Oklahoma movement of peaches began about July 20th and lasted nearly three weeks. Among the several thousand carloads transported over the Kansas City Southern Railway were 825 carloads which came from stations on the line, from Joplin, Mo., Gentry, Decatur, Siloam Springs, Gravette, Mena Cove Wickes, Granniss, Gillham, Wilton, Horatio and DeQueen, Ark.; Sallisaw, Brushy, Marble City, Spiro, Braden, Poteau, Okla., and Pickering and DeRidder, La. Large quantities came from other railway lines and up to July 26th, 2,500 carloads had passed Mena station enroute north, and for a time five or six trains each with 20 to 30 carloads of peaches passed northward daily. Eastern Oklahoma and western Arkansas shipped over 3,000 carloads over several railroad lines, between July 20th and August 15, 1912. Sevier County, Arkansas, shipped 740 carloads or 296,000 bushels, valued at \$250,000. Of these, 600 carloads came from Horatio, 90 from DeQueen, 5 from Pullman, 12 from Gillham, 26 from Lockesburg, 7 from Provo and 24 from Dierks. Twelve hundred cars were re-iced at DeQueen, Ark., using an average of 7,000 pounds of ice, or a total of 8,400,000 pounds. Crawford County, Arkansas, shipped 1,321 carloads, or 528,400 bushels. Of these, 376 carloads, valued at \$400,000 came from Van Buren. The money paid the fruit pickers in this county amounted to \$75,000. From Howard and Pike counties, Arkansas, there were shipped 587 carloads. Of these, 475 came from Highland, Ark., 99 from Nashville, 12 from Mineral Springs. One carload, containing 525 six-basket crates, was shipped to London, England. The St. Louis & San Francisco Railway and the St. Louis, Iron Mountain & Southern Railway handled several thousand carloads of Texas peaches and later on large quantities produced on their own lines, which came from Cameron, Hackett, Huntington, Mountainburg, Poteau, Rudy, VanBuren, Stewart, Furry Switch, Smelzer, Doubleday, Bonanza, Lancaster, Paris, Branch, Charleston, Lavaca, Lamar, Greenwood, Hartford, Muskogee, Morrillton, Russellville, Knoxville, Cabin Creek, Clarks-

ville, Ozark, Mulberry, Dyer, Alma, Shibley, Lee's Creek, Muldrow, Prairie Creek and other points.

The canneries had an abundant supply of fruit this year. The Highland, Ark., plant put up 300,000 quart cans, the DeQueen cannery 40,000 cans, the Siloam Springs cannery 50,000, and the canneries at Gentry, Decatur, Neosho, Shreveport and other points have also been busy.

The largest commercial peach orchards in the United States are the orchard of the Southern Orchard Planting Company, Horatio, Ark., 3,000 acres, all bearing; the Highland Orchard, Pike County, Arkansas, 2,500 acres; the Caddo Lake Orchard, 1,500 acres; Standard Orchard, 1,000 acres, and the Scottsville Orchard, 3,600 acres, the last three named being in Harrison County, Texas.

Arkansas, Louisiana, Oklahoma and Texas have 22,285,000 bearing peach trees (1910), a gain of nearly four and one-half million trees in the past ten years. Texas is credited with 9,738,000 bearing peach trees; Arkansas with 6,860,000 bearing trees and 2,885,000 young trees, not bearing; Missouri with 6,588,000 bearing trees, and Oklahoma with 4,784,000 trees. The returns from the crop in 1909 in Arkansas were \$1,902,000.

Until the reports of the railways and the fruit shippers associations are received it will be difficult to arrive definitely at the total number of carloads handled by the railroads in 1912. Commission merchants in St. Louis estimate the total number to have been 10,000 carloads. Figuring 400 bushels to the carload, four million bushels would have been transported, for which an average price of 60 cents per bushel was paid, a total of \$2,400,000. About 175 peaches will make a bushel and a carload would contain 70,000 peaches. The ten thousand carloads from Arkansas, Oklahoma and Texas would supply seven peaches for every man, woman and child in the United States if properly distributed.

Arkansas, during recent years, has come into great prominence as an apple producing state. In the number of bearing apple trees in commercial orchards the state ranks sixth, the order of prominence being Missouri, New York, Illinois, Ohio, Pennsylvania and Arkansas. In the ten-year period just passed some states have declined in the interest shown in apple production, and for the country at large there has been a decline of 33.4 per cent in the number of bearing apple trees. In Arkansas, there has been a gain in production

and the number of bearing trees, the number being 7,650,000.

In the number of young trees set out Arkansas ranks second with 3,940,000 trees, being surpassed only by the state of Washington. Benton and Washington counties, Arkansas, contain more bearing apple trees than any similar areas in the world. Benton County has 2,465,870 apple trees and Washington County 1,793,645, making a total of 4,259,515 trees. The remainder of the state has 3,391,485 apple trees in bearing, and 3,940,000 trees too young to bear. The total number of bearing trees in the state is 7,650,000, and including the young trees there are 11,590,000 apple trees in the state. Figuring on fifty trees to the acre, we have 231,800 acres of apple orchard or 362½ square miles of apple trees in the state. The yield in a good year when all trees are bearing should be from 6,000 to 7,000 carloads, worth from \$6,000,000 to \$7,000,000. The value of the apple crop of the United States in 1909 was \$83,231,000.

The leading varieties of apples grown in Missouri and Arkansas are the Ben Davis, Winesap, Grimes' Golden, Ingram, Gano, Jonathan, Arkansas Black, Mammoth Black Twig, York Imperial, Champion, Etris and several varieties of summer apples. The harvesting of the apple crop has been going on since the middle of September and at this writing (December) all are harvested. Crop reports have not been received, but according to the estimates made about the middle of October, Benton County, Arkansas, will have about 8,000,000 bushels and Washington County about 5,000,000 bushels. The value of the orchards is estimated at \$2,000,000, the crop in Benton County \$2,000,000, and that of Washington County \$1,000,000.

Unlike the peach growers, the apple growers of Missouri and Arkansas have abundant facilities to take care of the entire crop, there being very little waste. At almost every crossroads there is either an evaporator or a cannery, besides scores of private dry houses and household canning plants. There are also many community canneries, in which families pool their interest.

The large evaporators in Arkansas are located at Garfield, Gentry, Lowell, Siloam Springs, Springdale, Rogers, Decatur, Centerton, Gravette and Bentonville. The large evaporators have a capacity of 3,000 bushels per day and the smaller ones 300 bushels. There are eight large canning factories in the same territory and a score of smaller ones. The evaporators and canneries em-

ploy thousands of people during the season.

Bentonville has long been the home of the largest apple brandy distillery in the world. It has a daily capacity of 2,100 bushels. It has been enlarged this year to help take care of the increased crop. A smaller distillery is located at Rogers, which likewise has enlarged its manufacturing facilities. There are vinegar factories at Decatur, Gentry, Siloam Springs, Fort Smith, Ark., and Neosho, Mo.

The Missouri apple crop is exceptionally large this year. The U. S. government report for July 1, 1912, states that the yield will be 78 per cent. Last year it was only 49 per cent and the average of the preceding ten years has only been 46 per cent. Reports made August 1st from 59 apple shipping points in Missouri indicate a yield of 4,788 carloads, the largest quantities coming from Rockport, Amoret, St. Joseph, Springfield, Mount Vernon, Marionville, Dearborn, Marshfield and Cedar Gap. Webster County, Missouri, is estimated to ship 2,500 carloads. This report does not include all the apple shipping points in the state. Nine shipping points in Kansas expect to ship 2,175 carloads.

The railways have been hauling several thousand carloads of apples within the past ninety days. These are derived from stations on their own and connecting lines. Up to November 1st, the Kansas City Southern Railway handled 427 carloads originating on the line and coming from West Belton, Amoret, Neosho, Goodman, Anderson, Lanagan, Noel, in Missouri; Gravette, Decatur, Gentry, Siloam Springs, Ark., and Westville and Stillwell, in Oklahoma.

Pears, plums, grapes, etc., are rarely shipped in carload lots, but are usually transported as part of mixed carloads. The Rudy Fruit Farm at Neosho, Mo., this year shipped five carloads of grapes, which brought an income of \$3,000. A car contains 3,000 baskets, sold at 20 cents each, bringing \$600 per car. The value of the crop was \$200 per acre.

The melon and cantaloupe crop for 1912 has been large in Texas. Estimates of the crop made in San Antonio give a total of 2,500 carloads, containing from 1,000 to 1,200 melons each. The Brownsville district expected to ship 700 carloads and 1,000 more were estimated for the Hempstead district. The Kansas City Southern Railway transported 136 carloads, 113 being melons from Poteau, Mena, Horatio, Texarkana, Nederland and from connecting lines, and 23 carloads were cantaloupes

from Poteau, Wickes, Granniss, Horatio, Gillham and Lake Charles.

Irish potatoes have been moving since May, 1912. The Texas crop shipped in 1912 amounted to 3,780 carloads, and is valued at \$2,200,000; the shipments of 1911 amounted to 3,250 carloads and were valued at \$2,155,000. The total Texas production in 1911 was 3,060,000 bushels, valued at \$3,336,000, and grown on 60,000 acres. The shipments of 1912 came from the Brownsville district, 60 carloads; the Wharton district, 730 carloads; Sunset Central line stations, 800 carloads, and Smith and Cherokee counties, Texas, 700 carloads. Arkansas, in 1910, produced 2,604,000 bushels, valued at \$2,213,000. From 800 to 1,200 carloads are shipped annually from the Arkansas River Valley, east and west of Fort Smith, Ark. The product of Missouri in 1911 was 2,986,000 bushels. The Orrick potato district in 1912 produced 1,200 carloads for shipment, and the Kaw Valley in Kansas an equal quantity. Small carload shipments are made from many railway stations in southern Arkansas and Louisiana. Up to the present time (December) the Kansas City Southern Railway has transported 336 carloads of potatoes.

Tomatoes in great quantity are produced under contract with the canneries in Missouri, Arkansas, Texas and Louisiana. The early crop intended for the Northern markets comes from Texas, which annually ships about 2,000 carloads, mainly produced in the eastern part of the state. The value of the crop of 1912 is estimated at \$1,525,000. Some 600 carloads have been shipped from the Sunset Central lines and large quantities also from stations on the I. & G. N., the Cotton Belt and the Brownsville branch of the St. L. & S. F. Rys.

The orange crop of Louisiana has been good and 350,000 boxes of superior oranges have been produced. In western Louisiana they come from the Grand Chenier district in Cameron Parish and from Lake Charles in Calcasieu Parish, though the great bulk of the crop is grown near the mouth of the Mississippi River. In Texas, this year, the oranges came from the timbered part near Beaumont. Figs commercially are being grown near Beaumont, Tex., and Bon Ami, La., where thousands of pounds have been canned. One fig farm near Beaumont has 150 acres planted in this fruit.

The early truck shipments are enormous in quantity and in value. The report of the Rio Grande and Coast Truck Growers' Association for 1912 states that the association shipped 684 carloads of cabbages.

152 carloads of onions, 27 carloads of potatoes, 7 carloads of beans, 9 carloads of green corn, 27 carloads of cucumbers, 7 carloads of tomatoes, 31 carloads of lettuce, 178 carloads of melons; 1,121 carloads in all. The prices obtained were: Cabbage, \$43 per ton; onions, 67½ cents per crate; potatoes, \$1.55 per bushel; watermelons, \$99 per car; lettuce, 71½ cents per hamper. The association handled 55,000 packages, and the gross business amounted to \$450,000. The cost of handling the crop was \$14,107.20—less than 4 per cent.

The fruits, berries and melons of Arkansas in 1910 were valued at \$7,934,000. The Bermuda onion crop of 1911 amounted to 2,470 carloads, and brought an average price of \$65 per acre. Some farmers pro-

duced 50,000 pounds of onions to the acre. Shipments were made from Laredo, Asherton, San Benito, Mission and Harlingen, Tex. The Texas cabbage crop is estimated at 1,200 carloads. A general estimate of the Texas production gives 3,500 carloads of peaches at \$800 per car, value \$2,800,000; 3,320 carloads of onions at \$500 per car, value \$1,660,000; 1,250 carloads of cabbages at \$600 per car, value \$750,000. The American Refrigerator Transit Company estimates the truck and fruit crops of Smith and Cherokee counties, Texas, for 1912 as follows: Tomatoes, 2,500 carloads; strawberries, 125 carloads; peaches, 5,000 carloads; total of 7,625 carloads. Values: Strawberries, \$125,000; tomatoes, \$1,525,000; peaches, \$2,000,000; total, \$3,650,000.

Growing Strawberries at Altanta, Texas

Mr. J. D. Newton, who came to Cass County in 1886, as an eighteen-year-old boy, with his future to make, has farmed in Cass County continually since his arrival. He is now a substantial, well-to-do farmer. While engaged principally in general farming, much of his success is due to special crops, particularly fruits, berries and commercial truck.

Asked about the cultivation and profits of strawberries, he gave his opinion and experience as follows: "I believe this to be the best berry country in the southwest. In 1891 I planted one acre (less 188 square yards) to berries. I had no experience with berries whatever at the time, but worked the soil as best I could. When my berries began to ripen, I ordered ten crates, which came knock-down, and it took my wife, myself and one of my renters a whole day to learn how to put them together. We picked one crate full of berries and shipped it to Shreveport, and the next day I received a check for \$3.75 and a letter telling me that the market was flooded, and to go north with my berries. So we picked two more crates and shipped them to a commission firm in Kansas City, and in just 36 hours I received a telegram telling me 'Your berries net you \$8.00. Ship us a car.' This made me sit up and take notice. On the wind-up this car cleared me \$360.00, and so

I have been in the berry business ever since. The price never fell below \$200 a car, and I will say further that I never had a clear dollar until I went into the berry business. It has put me in good shape financially.

"If ten good wide-awake farmers would go into the berry business here, we could change conditions in this country materially. I find that nearly all of our lands are good berry land; in fact, I would rather have lands that have been cultivated for some years, than to have fresh lands, on account of the stumps and roots. With our brown sandy soil and deep clay subsoil we can grow the very finest berries.

"I wish you could see some of the letters I have from my customers, telling what fine berries mine were; fine size, fine color, fine flavor; no trouble to sell and ship all you can. I plant the Klondyke berry altogether. My crop paid me last year \$350 per acre clear, and if I could have shipped in car lots I would have cleared \$400 per acre. The next best thing about the berry business is, that the money comes in such a good time of the year. In the early spring money is badly needed. A little later my potatoes, with wife's butter, eggs and chickens, help us to feel good all the time. When it comes to the harvesting of farm produce, Cass County, Texas, is practically ahead of any county in the state in a financial way."



FIVE-YEAR-OLD ORANGE TREE, BON AMI, LA.

The General Characteristics of Beauregard Parish, Louisiana

Until the year 1912 the territory now embraced in Beauregard Parish was a part of Calcasieu Parish. The legislature in its last session divided Calcasieu Parish, which had an area in excess of 3,000 square miles, into four parishes, of which Beauregard Parish is one. The new Parish of Beauregard includes approximately 1,200 square miles and is located in the northwest corner of the old Calcasieu Parish. The present population is about 15,000 and the assessed valuation of taxable property is \$8,000,000. The parish has twelve towns and villages, varying in population from 150 to 3,500 people and aggregating 11,300. Vernon Parish forms the northern boundary; Allen Parish adjoins Beauregard Parish on the east, and south is the new Calcasieu Parish; on the west is the Sabine River, which separates it from Texas.

The lay of the land in Beauregard Parish is gently rolling, just undulating enough for

good drainage, the outlet to which is the Sabine River on the west and several large creeks and their tributaries flowing southeasterly and emptying into the Calcasieu River. Beauregard Parish presents one of the most unusual conditions to be found in the United States today. Here we have the primeval forest adjoining great stretches of land denuded of timber, yet covered with an abundant growth of grass, long gentle slopes, strongly reminding one of the virgin prairie lands of Illinois and Iowa before they were cut up into farms. The country is traversed by railways which afford all the conveniences of transportation and good towns and villages are to be found along these railway lines at reasonable intervals; schools and churches are accessible and lands can be purchased at prices but little in excess of the annual rent paid in Illinois or Indiana. It is not an untried country from an agricultural standpoint, nor has it been tried and found wanting, for small farms, somewhat few and far be-

tween, are found in all parts of the parish. These farms are from ten to sixty years old and on them can be found all the crops of the Middle West as well as those more peculiar to the milder South.

The indebtedness of the parish does not exceed \$20,000, which, compared with its assessed valuation of \$8,000,000 is next to nothing. The school system is good and is constantly being improved upon, a new high school building costing \$60,000 was contracted for during the month of September.

De Ridder, the judicial seat of the parish, has a population of 3,500, and its assessed valuation amounts to \$300,960. This valuation does not represent all that should properly be included. The corporate limits of the town include only 300 acres and the large manufacturing establishments are operated in the suburbs. Fourteen hundred men are employed and have a monthly payroll of over \$50,000. The Kansas City Southern, the Gulf, Colorado & Santa Fe and the Lake Charles and Northern Railways enter De Ridder and afford excellent transportation facilities.

There are in De Ridder two banks, the First National, with a capital of \$25,000 and \$174,746.93 deposits; and the Lumberman's State Bank with a capital and surplus of \$17,500 and \$110,135.75 deposits. All the business buildings are substantially constructed of brick and stone and the business men are public spirited and enterprising. The town has a modern ice plant, electric light plant, etc., and is considering a scheme of street and sewer improvements.

The parish seat was permanently located at De Ridder as the result of an election held October 15, 1912, and a commodious court house will be built in the near future.

FARMING IN BEAUREGARD PARISH, LOUISIANA.

Early in the present year a number of German and Swiss Mennonites, residents in Western Indiana and Eastern Ohio, became interested in the agricultural possibilities of Southwestern Louisiana, particularly in the cut-over pine lands of Calcasieu Parish in the vicinity of Bon Ami, De Ridder and



MATTHEWS FARM, NEAR DE RIDDER, LA.



CORN FIELD ON MATTHEWS FARM, DE RIDDER, LA.

Carson, La. Several committees, experts in agricultural matters, visited the region and gave it a thorough investigation. Their reports, covering the subject minutely, were favorable.

The vicinity examined was originally heavily timbered and the number of farms, compared with the area examined, was small. It was thought advisable before any considerable movement of new settlers was undertaken, to place a permanent observation committee at De Ridder and to pursue the investigation through a crop year. Since the investigation into the agricultural resources began Calcasieu Parish has been divided into four parishes, and the locality examined is in Beauregard Parish.

The following correspondence, pertaining to these farm investigations will convey a clear idea of what is being accomplished by the farmers living on the cut-over pine lands in the vicinity of De Ridder, Bon Ami and Carson in Beauregard Parish, Louisiana.

De Ridder, La., Oct. 28, 1912.

Mr. F. E. Roesler,
Kansas City, Mo.

Dear Sir:

In view of our previous experience in Beauregard and Vernon Parishes, Louisiana,

and especially in view of your much longer acquaintance with and observation of the agricultural possibilities of those localities, I wish to submit for your consideration the result of my observation during the past year. It has raised a question in my mind as to the advisability of the use of commercial fertilizer on any crops other than potatoes and kindred crops, especially where two or three crops are grown on the same land per annum.

As you know, I have been keeping tab on the farming operation in the two parishes the past year, making monthly visits with committees from Ohio and Indiana, and while the result was very satisfactory to both myself and the committees, I determined in the end to go down there at the close of the crop season and take a month in checking up final results of the several farms that were observed from the time of planting until harvest. Two were owned and operated by progressive farmers who were anxious to secure the best possible yield, and their crops were highly fertilized. I therefore naturally anticipated the best results from these fields; the other farms were owned and operated by native farmers, of whose methods (from observation and report of Northern observers) I did not entertain a very high opinion. At the con-

clusion of the year I was very much surprised that I had been wholly wrong in my anticipation of comparative results and at once began checking up as above stated, hoping that I might come to some conclusion as to the reasons; hence my decision to submit the statements to you in the hope that you could give me more light on the subject.

I wish to say that I have selected five farms where the soil and climatic conditions were the same; the soil is 5 to 15 inches of sandy loam, underlaid by yellow and reddish clay subsoil to a depth of 3 to 6 feet. All were cut-over long leaf pine lands, well drained, and at an elevation of a little over 200 feet above the sea level.

No. 1. Farm of W. K. Ford, about three miles southwest of De Ridder. Prior to 1910 this farm had been owned and operated by a native farmer; in 1910 Mr. Ford purchased and began farming it with the following results: March 4th, began plowing and on March 16th commenced planting, between that and April 5th seven acres of corn were planted; this corn was harvested between September 15th and 20th, and made 360 bushels. 200 pounds of commercial fertilizer per acre were used at the time of planting, and 300 pounds per acre at the time of the last cultivation. This field had also been fertilized with barnyard manure to some extent. After the corn was cut a crop of cowpea hay was grown on the land.

Same year one and one-half acres were planted to sweet potatoes, 200 pounds of fertilizer per acre, and some barnyard manure were used; these one and one-half acres made 120 bushels.

One and a half acres of German millet were sown; these made two tons per acre, and 300 pounds of commercial fertilizer and a wagon load of barnyard manure were used thereon.

In the same year three and one-half acres of Irish potatoes were planted, which made 70 bushels per acre; 600 pounds per acre of commercial fertilizer were used in growing this crop; this crop was followed the same year on the same land with cowpeas and sweet potatoes without additional fertilizers; the sweet potatoes made about 80 bushels per acre and the cowpeas about two tons per acre.

1911. Five acres of corn were planted which made 240 bushels; 500 pounds per acre of commercial fertilizer were used, as well as a light spread of barnyard manure.

One and one-half acres of Irish potatoes were planted, which made 80 bushels per acre; 1,000 pounds of commercial fertilizer were used on this field. After digging the Irish potatoes, sweet potatoes were planted and made 60 bushels per acre.

In addition to above named crops, Egyptian wheat, Kaffir corn and other forage crops were grown on the remainder of the



IRISH POTATO FIELD, MATTHEWS FARM, NEAR DE RIDDER, LA.



VINEYARD, LONG-BELL EXPERIMENTAL FARM, BON AMI, LA.

cultivated land on the farm. All made good crops.

1912. One acre of an early variety of corn was planted March 16th and on account of cold, wet weather, a poor stand was obtained. The skips were planted in cowpeas about April 20th; the entire crop was cultivated until July 10th when one-half of this acre was planted to sweet potatoes between the rows of corn and cowpeas; August 4th the corn and cowpeas were cut and hauled off the land. The corn made 40 bushels per acre, the cowpeas $2\frac{1}{2}$ tons. The sweet potatoes are still in the ground, are growing nicely and look promising; one thousand pounds of commercial fertilizer per acre were used on this land.

Three acres of corn were planted April 5th and gathered in September, made 70 bushels per acre; 1,000 pounds commercial fertilizer per acre were used in growing this corn.

Two and one-half acres of sweet potatoes were planted May 10th to July 15th; those planted in May have been dug and made 240 bushels per acre; the latter planting has not yet been dug, but looks fully as

good as the earlier one. No commercial fertilizer was used on this crop.

Two acres of Egyptian wheat planted in April have been harvested and made 40 bushels to the acre; 400 pounds of commercial fertilizer were used on this two acres.

There are twelve acres under cultivation on this farm and it has been the policy to scatter the winter accumulation of manure from the stables over the cultivated land. This manure is made by two horses and three milch cows that are stabled nearly all the time, and 12 stock cattle that are in the lot occasionally.

Mathews Farm, Two Miles Southwest of De Ridder.

1912. Three acres planted to corn April 23rd, gathered first week in October; made 195 bushels.

One and one-half acres planted to corn May 23, gathered first week in October; made 120 bushels.

Four and one-half acres planted to corn May 27, gathered first half of October; made 226 bushels.

Three and one-half acres planted to corn June 5th and 6th; this field had speckled

peas planted with the corn; every alternate hill being peas. The peas were gathered first week in September. Made 60 bushels and sold for \$2 per bushel. The corn averaged 35 bushels per acre, but before the corn was planted, a crop of oats was taken from this field which was sown November 1, 1911, pastured until March 1, 1912, and harvested May 1st, yielding a little over 60 bushels to the acre.

One and one-half acres Irish potatoes were planted February 25th and 26th; dug first week in May; made 125 bushels to the acre and sold at one dollar per bushel; 200 pounds of cotton seed meal per acre were used in growing this crop. After the potatoes were dug, watermelons were planted without using any additional fertilizer; \$200 worth of watermelons were sold off the field and the remainder—several wagon loads—were fed to hogs.

One acre of Irish potatoes planted August 20th is now growing; estimated yield, 100 bushels per acre; 150 pounds commercial fertilizer per acre were used on this field.

One and one-half acres sweet potatoes were planted July 2d to 8th. These are growing and from estimates made by digging a portion, I think they will yield 240 bushels per acre. No commercial fertilizer was used on this crop.

The winter accumulation of manure from the stable has been hauled out and spread with a manure spreader over the 15 acres under cultivation. This manure was pro-

duced by 4 horses and 3 milch cows that were lotted or stabled every night.

S. D. Loftin Farm, One and One-Half Miles North of Pujó.

Mr. Loftin purchased and began work on this farm in 1905; put in corn, oats, potatoes and ribbon cane; had twenty acres under cultivation. He raised the same kind of crops until 1909 when he began raising cotton in addition to other crops. In 1909 two acres were planted to cotton, which made one and one-fifth bales per acre. In 1910 four acres planted to cotton, which made three-fourth bales per acre; 1911, three acres planted to cotton, which made one-half bale per acre; 1912, four and one-half acres planted to cotton, which made seven-eighths bale per acre. These figures are taken from selling weights.

The corn made as follows: 1910, five acres, 40 bushels per acre; 1911, seven acres, 41½ bushels per acre; 1912, six acres, 41 bushels per acre.

Oats were sown each year, usually in October, pastured during winter months, and harvested in May of each year; these oats were never threshed, being fed in the bundle; they have been uniformly good and estimated to yield about 60 bushels per acre.

Irish potatoes have been planted each year and made an average of about 90 bushels to the acre. The Irish potato fields have been followed each year with sweet potatoes, which have averaged for the past seven years 175 bushels per acre.



YOUNG FIG ORCHARD, LONG-BELL EXPERIMENTAL FARM, BON AMI, LA.



SWEET POTATO CROP, MATTHEWS FARM, NEAR DERIDDER, LA.

Cowpeas have been grown after the oat crop each year and have either been grazed off or cut for hay. When cut for hay, the yield has been from $1\frac{1}{2}$ to $2\frac{1}{2}$ tons per acre.

Ribbon cane has been planted each year in amount varying from one and a half to three acres; the lowest yield in the past seven years has been 250 gallons per acre and the highest 430 gallons per acre. The average selling price has been 50 cents per gallon and average cost of production including manufacture of syrup, 24 cents per gallon.

No commercial fertilizer has been used on this farm except on two or three of the potato crops, and then only 100 pounds to the acre. The winter accumulation of manure from the stable has been spread on the 20 acres under cultivation and has been made by four horses and five milch cows that are lotted or stabled almost every night.

Mr. Loftin has thirty head of stock cattle which graze the cowpeas when not cut for hay.

Pierce Farm, Two Miles Southwest of Curson.

1908, 9, 10 and 11, corn, potatoes and ribbon cane were raised on this farm; the corn averaging about 35 bushels per acre

per annum. Irish potatoes about 95 bushels, and sweet potatoes 200 bushels per acre.

1912. One field of corn averaged 30 bushels per acre, and one field 50 bushels per acre; the first mentioned field was planted just preceding a protracted wet period and the stand was not very good.

Two fields of Irish potatoes were planted, the earlier field averaging 75 bushels per acre, and the slightly later field 100 bushels per acre.

Two fields of sweet potatoes were planted and averaged 200 bushels per acre; no commercial fertilizer has ever been used on this farm until this year and then only on the last field of sweet potatoes planted. Barnyard manure has been hauled out each year, but there are only two horses and two milch cows kept on the place, and they not being stabled all the time, the quantity of manure produced is necessarily small.

The foregoing statements are not in sufficient detail for satisfactory comparison, but I am satisfied from my personal observation that intelligent crop rotation and the use of such manure as accumulates from the stables of an ordinary farm will bring results that will compare favorably with those obtained on our best Ohio and Indiana land.

Before closing, I wish to say that notwithstanding all reports to the contrary, I have found alfalfa growing profitably in

the vicinity of De Ridder; in fact, a short distance northeast of De Ridder there is a farm that has been producing alfalfa for the market for a number of years. There has already been sold over \$500 worth off this place this year. When I return this week I expect to look into the alfalfa growing more carefully. Sincerely yours,

C. P. FULLINGTON.

De Ridder, La., Oct. 31, 1912.

Mr. C. P. Fullington,

De Ridder, La.

Dear Sir:

Replying to your inquiry. I moved here nine years ago and had previously lived on the Red River Valley in DeSoto Parish. When I came here I was worth not to exceed \$300 and was 60 years old. I bought 13 acres on time about a mile and a half northwest of De Ridder, and that year began improving and putting out crops.

The first year I raised turnips, cabbage, melons and potatoes, both Irish and sweet. This crop cleared me \$1,000. For the next three years I raised about the same kind of crop with about the same result as to profit, except that I began putting out cow-

peas as a second crop in some cases and plowing them under for the purpose of keeping up and increasing the fertility of my soil. I then began to raise some Bermuda onions in addition to the above mentioned crop. Also began putting out some fruit, principally figs. There had already been a few fig trees planted on the place, and the prolific yield from these caused me to put out the five acres additional. The returns from my Bermuda onions, of which I have raised three crops, has been an average of \$400 per acre, and the average cost of production, including harvesting, was \$40 per acre. Since I inaugurated the policy of turning under the second crop of cowpeas I have been trying out a few acres of corn and on small tracts of from two to five acres have averaged from 80 to 100 bushels per acre. I usually sow a few acres of oats in October, pasture them during the winter months, and harvest early in May. These oats yield from 65 to 80 bushels per acre. After the harvest the land is then in good condition for summer crop. I raise a good many melons, about half of which are planted in the fig orchard, a part of the fig orchard is planted to strawberries and turnips. From the



YELLOW JERSEY SWEET POTATOES, J. A. CAIN, LEESVILLE, LA.



COTTON FIELD, NEAR MANSFIELD, LA.

three and a half acres of watermelons raised this year I sold \$800 worth of melons. My five acres of fig trees, which are young, yielded 8,000 gallons at 15 cents per gallon. It cost me 2 cents per gallon to have the figs picked. I have rebuilt my house and stable as well as constructed several other small buildings on the place. During the nine years my Irish potatoes have averaged 100 bushels per acre and the sweet potatoes a little over 200 bushels per acre. I have done much better here than on the Red River bottom. The health of myself and family has been good and now in my 70th year I am doing a man's work. My family consists of my wife, 5-year-old daughter and myself. After paying for the land and the improvements that I have mentioned, as well as purchasing implements, team and about 30 head of cattle, I have an additional surplus of about \$5,000. This has all been done on my farm without any greater effort than is ordinarily expended on a farm in other countries; in fact, I have taken several long trips for pleasure and information, two of them extending

over several thousand miles, and consuming from one to three months to the trip. I wish to say that I have farmed in Georgia, on the Red River Valley in Louisiana and investigated the irrigated country in New Mexico and Mexico, as well as the Coast Country in Texas, and nowhere have I found a location that would equal this. I would be very glad to have you or any of your friends visit me at any time so that you might be the better able to satisfy yourself as to the correctness of my statement.

I cannot close without impressing upon you the great advantage derived from plowing under cowpeas or velvet beans. This practice brings the fertility of our soil up to that of any country, and compared with most countries no time is lost in the operation. One to two crops can be taken from the land, then cowpeas raised and plowed under all in the same year.

Hoping to see you at my place in the near future, I remain

Very truly yours,

(Signed) S. Y. ALLEN.

De Ridder, La., Oct. 20, 1912.
Mr. C. P. Fullington,
De Ridder, La.

Dear Sir:

Replying to your inquiry relative to the products of the Matthews Farm, two miles southwest of De Ridder, fortunately I am in position to give you very accurate data of the conditions under which I found the land this year.

The first corn planted, three acres, April 23, gathered first half of October, made 195 bushels.

The second corn planted May 23, one and one-half acres, gathered first week in October, made 120 bushels.

The third field, four and one-half acres, planted May 27, gathered first half of October, made 226 bushels.

The fourth field, planted June 5th and 6th, three and one-half acres. This field had speckled peas planted in with the corn, every other hill being peas. The peas were gathered first week in September, made 60 bushels and sold for \$2 per bushel. The corn will make about 35 bushels per acre. Before the corn was planted on this field a crop of oats was gathered. The oats were sown in November, 1911, and were pastured all winter, the stock being taken off May 1, 1912, estimated yield per acre 60 bushels.

The first crop of Irish potatoes was planted February 25th and 26th, dug first week in May and made 125 bushels per acre. These were sold at \$1 per bushel. On this field about 200 pounds of cotton seed meal per acre was used as fertilizer. After the potatoes were dug, watermelons were planted on the same land with no additional fertilizer. We sold a little over \$200 worth of watermelons and then fed the balance to hogs and cattle.

The second field of Irish potatoes, one acre, was planted August 20th, are now growing, and will be ready to dig early in November. They give promise of a good yield and should bring a good price. One hundred and fifty pounds of commercial fertilizer were used on this field.

One and one-half acres of sweet potatoes were planted July 2nd to 8th. These are now growing, are in good condition and will make fully 240 bushels per acre. No commercial fertilizer was used on this crop.

The cash sales from crops produced this year on the fifteen acres under cultivation was \$1,415.80. No fertilizer was used on any of the crops, except potatoes, as above stated.

The winter accumulation of manure in our barn lot was hauled out and scattered

with a manure spreader generally over the cultivated land. This manure was produced by four horses and three milch cows that were put in the barn lot or barn almost every night.

The last mentioned Irish potato crop and sweet potato crop was planted on land that had previously been in oats.

I have been familiar with this farm and worked thereon for the past three years, and this year has been about an average as to production. Mr. Love of De Ridder photographed the Irish and sweet potatoes now growing, as well as the corn field in which the corn and peas above referred to were grown together. I understand that these photographs were made for you. The land is average cut-over land of the country and has been farmed for a number of years.

Very truly yours,
(Signed) ROBERT WATERHOUSE.

De Ridder, La., Oct. 19, 1912.
Mr. C. P. Fullington,
De Ridder, La.

Dear Sir:

In reply to your inquiries I have to say I bought and moved on the northeast quarter of the northwest quarter Section 16, Township 3, Range 10, about one mile north of Pujo, La., in 1905, and put in corn, oats, Irish and sweet potatoes as well as one-quarter acre of ribbon cane. I do not remember the exact yield of the various crops that year except the cane, which made 150 gallons of syrup. The other crops, however, were very satisfactory.

In 1906, 7 and 8, I raised about the same kind of crops, all of which were satisfactory as to yield and made money. In 1909 I began raising cotton in addition to the other crops. The cotton yielded in 1909 off two acres 1,200 pounds of lint cotton, which would be one and fifth bale per acre. The 1910 crop of cotton, four acres, yielded three bales; 1911, three acres, one and a half bales; 1912, four and a half acres, three and a half bales. These figures are taken from selling weights.

My corn for last three years has made as follows: In 1910, off five acres, 190 bushels. In 1911, off seven acres, 300 bushels. In 1912, off six acres, 250 bushels.

Have never threshed my oat crop, but the oats have always been good and paid well.

My Irish potato crop for the past seven years has made from 75 to 100 bushels per acre, and I have followed the Irish potatoes each year with sweet potatoes on the same ground and made an average of 175 bushels per acre.

Have raised cowpeas after my oat crop each year and have either grazed them off or made hay, so cannot say just what the yield was. I know they paid well.

My ribbon cane has paid well each year. The lowest yield for seven years was 250 gallons per acre and the highest 430 gallons per acre. The average selling price has been 50 cents per gallon and cost of production, including cost of making syrup, 24 cents per gallon.

Have used some commercial fertilizer on potato crop, but none on the other crops. I haul out the winter accumulation of manure from my barn lot to the cultivated land on my place, of which there is twenty acres. This manure is made by four horses and five milch cows that are put in the lot almost every night.

I have about thirty head of stock cattle that are fed at night for about three months each year.

When I moved to this place I was \$2,000 in debt. I now own the farm and above mentioned stock and am out of debt and have some surplus on hand. I have not worked a day for wages away from the place. What I have made has been made there. My family have enjoyed good health and are well satisfied with our surroundings.

Very truly yours,

(Signed) S. D. LOFTIN.

De Ridder, La., Oct. 23, 1912.

Mr. C. P. Fullington,

De Ridder, La.

Dear Sir:

Replying to your question, we came here from near Lake Charles, La., in 1904, moved on the northwest quarter of northwest quarter, Section 1, Township 4, Range 9. When we came here we had nothing and the first year lived in a tent and boarded men who were cutting ties. The next two years we raised vegetables and sold them at Carson, made enough to build our house and commenced improving our place. We

had put out a few fruit trees each year and by 1908 they began bearing and were quite a help, and in 1908 we began putting out more potatoes, corn and ribbon cane, for all of which we had a good market. For the past four years we have continued raising corn, potatoes, cane and garden. These crops all did well and each year we made a little surplus. This year (1912) our corn made thirty bushels per acre on one field and fifty bushels on the other. Our sweet potatoes have averaged 150 bushels per acre of selling potatoes, and 50 bushels of smaller ones that we used for stock feed. Our Irish potatoes made 75 to 100 bushels per acre and sold at Carson at \$1.25 per bushel. The sweet potatoes brought \$1.00 per bushels. We now have two horses, two milch cows and 12 head of stock cattle. Our place is fairly well improved and we own it (40 acres) free of incumbrance; are out of debt and have money in the bank.

We have five children, the oldest being 12 years old. All of us have good health. We have never had a doctor except when the children came, and have never had any serious sickness.

This year (1912) is the first year we have used any fertilizer and that was used only on our late potatoes, being 200 pounds, and used on two and a half acres of potatoes.

My husband had his hand seriously injured eight years ago and for four years could not do any kind of heavy work, else we might have done better.

We have never hired any work done on the place and my husband has never worked out for wages. What we have has been made at home.

Our chickens and hogs have done well and have been quite a help in making our living. We now have about 20 head of hogs and about 40 hens.

Respectfully yours,

(Signed) MRS. A. E. PIERCE.



Indian Lands and Government Lands

Supervision of Indian Lands.

Washington, D. C., Dec. 16.—Supervisory control over Indian lands valued at more than half a billion dollars is still maintained by the Department of the Interior, according to the annual report of the Secretary of the Interior, Walter Fisher, which was today submitted to Congress. Although the advancement has been slow, the various Indian tribes, according to Secretary Fisher, are now making noteworthy progress in agriculture, especially in Oklahoma, the Dakotas and Nebraska. This has been accomplished by an increase of prosperity; a raise in the scale of civilization, and a marked decrease in drunkenness.

Instruction of both minors and adults in practical agriculture is given special attention by increasing the number of experienced farmers, doing house to house work among the Indians. This work has been stimulated through the medium of Indian fairs, thirty successful fairs of this character having been held in various parts of the country this fall.

The work of allotting lands to over 101,000 Indian citizens in eastern Oklahoma is practically completed. According to Secretary Fisher, rapid progress is now being made in disposing of the remaining tribal lands and property and the winding up of tribal affairs generally.

Allotment work in the Choctaw and Chickasaw nations has been completed, with the exception of several cases involved in litigation. The government sold at auction 832,071 acres of unallotted lands of these nations for \$5,655,501, the final payments being due in January and February, 1914. On July 1, 1912, there remained about 2,621,200 acres to be disposed of, including 832,595 acres of the surface of the segregated coal and asphalt lands; almost 1,300,000 acres of the so-called timber reserve; and 817,000 acres of unallotted lands. (This unallotted land is now practically all sold.)

Secretary Fisher urges Congress to enact legislation extending the time of appraisal of the segregated surface lands, and also suggests that provision be made for the sale of the tracts as soon as they have been appraised. There has been paid out \$520,852 to equalize the allotment of 61,974 allottees of the Choctaw and Chickasaw nations, leaving 11,118 citizens having small amounts still unpaid.

The aggregate unallotted lands sold were 949,547 acres, which brought \$6,250,811, of which \$3,420,303 was on deposit in Oklahoma banks at the end of the fiscal year.

Indian Land Sales.

Fort Smith, December 1, 1912.—it is announced that the sale of the segregated Choctaw and Chickasaw Indian lands; the last great land opening in Oklahoma, will take place shortly after the new year. Final plans for the sale are now being made and every town and village in the segregated belt is alive to its opportunities in the big auction to be conducted by Uncle Sam.

The counties forming the district have organized an association for the purpose of assisting the government in every possible way.

The segregated district is composed of a 400-mile stretch of fertile plains, verdant meadows, forests and mountains that rest above a rich mineral field, containing beds of gypsum, cement rock asphalt, lime, brick, shale clays, and marble. It consists of 1,937,000 acres, more than the combined acreage of Delaware and Rhode Island.

One-half of the known coal deposits in Oklahoma lie within the borders of the old Choctaw reservation. Of the 445,000 acres of this land, 105,000 acres are now under lease to coal companies and more partially developed. Most of the leases have still fifteen to twenty years to run, and at the end of that time congress will make final disposition of the leased tracts. Under the present lease system the coal companies pay the government a royalty of eight cents per ton for coal.

In addition to the 445,000 acres of mineral or coal land, there will be released by the same sale 1,292,000 acres of segregated timber land and approximately 200,000 acres of unallotted lands. It is estimated that the timber lands contain 170,000,000 feet of hardwood and 1,086,500,000 feet of pine. About half of the total timbered area has approximately 3,000,000,000 feet of timber available for market.

It required nearly six years to segregate this land. Joseph A. Taff, of the United States geological survey, spent five years in estimating and mapping out the coal deposits and an additional year in checking up and verifying his previous work. The value of the coal deposits has been a much

mooted question. Government estimates place the deposits at 8,000,000,000 tons. Senator Robert Lafollette, in a speech in the senate March 26, 1908, declared he believed the coal had a value of \$2 per ton at the mouth of the mine. Under the present leasing system this value would bring the Choc-taws \$250,000,000 in royalties.

518,210 Acres of Government Land.

Washington, D. C., Dec. 23.—On June 30, 1912, there were 518,210 acres of surveyed and unsurveyed public lands remaining unsold in Arkansas. On the same date but 39,525 acres of government land remained unsold in Oklahoma.

On the lands still unsold in Arkansas, 436,210 acres have been surveyed and 82,000 unsurveyed, according to the annual report of Fred Dennett, commissioner of the general land office.

During the last fiscal year there were 916 entries at the Camden (Ark.) land office;

original claims being filed on 44,728 acres; final approvals, 40,149 acres. Patents were issued to 58,286.97 acres. The receipts of the office from the sales of public lands were \$10,401.23; expenses, \$6,389.13.

The Harrison land office had 2,935 entries, original entries being made on 122,483.38 acres; the final approvals amounted to 83,728.49 acres; and patents were issued to 83,728.49 acres. The land sold brought \$8,977.39, and the expenses of the office were \$9,094.45.

The Little Rock office reported 1,458 entries on 73,106.60 acres to original entrymen; 63,725 acres were finally approved and patents were issued to 80,398.80 acres of land. The fees and commissions of the Little Rock office amounted to \$11,099.80. The money derived from lands sold was \$7,903.82 and the expenses of the office were \$9,872.

The estimated area of existing national forests in Arkansas covers 2,225,890 acres; in Oklahoma, 16,023,420 acres.

Shreveport's 1912 Record

Building permits increased 21 per cent; bank deposits 18 per cent; 47 miles streets paved and system paved roads started.

Shreveport, La., Jan. 3, 1913.—The end of 1912 saw another record established in the growth of Shreveport, the second largest city in Louisiana, and the largest city within a radius of 189 miles.

Bank deposits increased 18 per cent, the amount on hand December 31, 1912, being \$13,891,993 as compared with \$11,771,940 one year ago. For a city whose population in 1910 was 28,015 to have practically fourteen million dollars on deposit in her banks, is almost without precedent.

Building permits issued increased 21 per cent, the total for 1912 being \$1,514,629. This does not take into account the building done outside the old city limits which no longer begin to describe the new Shreveport. Last year actual building was four times the amount of permits issued, for instance.

The year 1912 saw Shreveport's paved streets mileage increased to 47 miles. The

first 25 miles of a 125 mile system of paved roads in Caddo Parish were finished in the 1912 season.

An election has been ordered by the city for February 4 to vote upon \$50,000 bonds to buy additional ground for the state fair of Louisiana, which is held at Shreveport every fall. It is probable that another issue of either \$150,000 or \$200,000 worth of bonds will be voted upon at the same time for various municipal improvement.

The year 1912 saw the commercial and industrial interests of Shreveport extended in every way. It's position at the head of navigation on the Red river, where the transportation lines of four states meet in unique. Only the other day the Cumberland Telephone Co. reported that a house count of Shreveport showed its population had increased 20 per cent in the last two years, as compared with 75 per cent for the ten years, 1900-1910.

Yours truly,

E. L. McCOLGIN,
Secretary Chamber of Commerce.

Bowie County, Texas

This county forms the extreme northeast corner of the state of Texas, and has an area of 915 square miles, and the population, according to the census of 1910, is 34,827. It is a fine woodland county, bounded on the north by Arkansas and Oklahoma, Red river lying between, and on the south by Cass county, Texas, from which it is separated by Sulphur River. The Arkansas state line forms the eastern border. Passing through the center of the county, east and west, is a ridge, forming a watershed from which all the streams in the county flow either north or south, with a somewhat easterly trend. The county was originally heavily wooded with dense forests of oak of several kinds, and yellow pine (*pinus mitis*). About nine-tenths of the area was in forest originally. All varieties of timber common to this latitude, except poplar and chestnut, were found in the county. In the Red River and Sulphur Fork bottoms cypress, cedar, hickory and black walnut were abundant. Much of this timber has been manufactured, but much of it still remains.

About 75 per cent of the area of the county is good farming land and the remainder affords good pasture at least nine months in the year. The soils in the river and creek valleys are a deep red, or black loam, and are highly productive, producing from 40 to 70 bushels of corn, from 4 to 6 tons of alfalfa, from $\frac{3}{4}$ to one bale of cotton. Irish potatoes, sweet potatoes, sugar cane for syrup, oats, wheat, rye, barley and abundant hay and forage crops. The soil of the uplands produces a little less abundantly of the field crops, but is congenial soil for peaches, pears, strawberries, blackberries, figs, grapes and commercial truck of all

kinds. The climate is pleasant, the winters mild and the annual rainfall about 44 inches evenly distributed throughout the year. Water of excellent quality is obtained from springs and wells of moderate depth in all parts of the county.

The tax assessment for 1912 of Bowie county is \$14,755,354. The property assessed consists of 608,187 acres in farms, valued at \$4,326,270; city real estate, \$4,112,060; 7,792 horses and mules, \$466,550; 14,390 head of cattle, \$136,560; 61 jacks and jennets, \$4,355; 426 sheep, \$595; 860 goats, \$745; 10,469 hogs, \$24,855; 248 dogs, \$5,925; 3,090 vehicles, \$95,490; merchandise, \$460,882; manufactured articles, \$69,540; tools, implements and machinery, \$332,235; engines and boilers, \$80,430; money, \$137,130; miscellaneous, \$628,075.

The uncultivated area in the county is still very large and desirable lands can be had at very low prices. Schools and churches are found in all parts of the county and within the last five years hundreds of newcomers from the northern and middle states have settled here. The railway facilities of Bowie County consist of the Kansas City Southern railway, two branches of the Texas & Pacific railway, the St. Louis Southwestern railway.

Texarkana, described in a previous issue of "Current Events," is the principal city of the county. The part situated in Bowie county has 17,669 inhabitants. Boston is the county seat. DeKalb, New Boston, Dalby Springs, Red Water and Bassett's are important local trading points, all except Dalby Springs and Boston being railway stations.

Miller County, Arkansas

J. M. Renick, Ravana, Ark.

Miller County is the extreme southwest corner of the state. Red river bounds it on the north and east; Bowie and Cass counties, Texas, on the west, and the state of Louisiana on the south. It has an area of 398,720 acres, a population of 19,555, and an average altitude of 297 feet. The earliest settlers came from Kentucky and Tennessee about 1817 or 1818, and found the country

heavily wooded and teeming with game. Miller County was marked out and established in 1820, though the location of the Texas boundary was but vaguely defined. It was organized in 1874 with an area of 665 square miles.

About 85 per cent of the area is tillable and an exceptionally large percentage of this is very rich bottom land, found in the

valleys of Red River and Sulphur Fork River. In point of fertility, these bottom lands are not equalled anywhere in the United States. They produce splendid crops of corn, cotton, alfalfa, small grain and forage crops of all kinds, and the rolling uplands produce similar crops in somewhat smaller quantity. They produce also most excellent crops of fruits of all descriptions, except winter apples, and are well adapted to commercial truck growing.

The soil in Miller County ranges from a dark alluvial in the Red and Sulphur River bottoms, to a light sandy loam with a clay sub-soil in the uplands. There are five important soils in this county, which are described in detail with their possibilities, in a soil survey of Miller County gotten out by the U. S. Department of Agriculture, which will be furnished anyone upon request.

The annual rainfall is about 46 inches. Droughts are unknown. There has been but one four-inch snow in twenty years. The springs and autumns are long and pleasant. Pure freestone water can be obtained at depths of from 20 to 40 feet, at a cost of from fifty to seventy-five cents per foot. Generally, the health conditions are excellent.

The climate is mild and agreeable and public health is very good. Where not used for the cultivation of field crops, the country is admirably suited for stock raising, as the natural pasturage is good, lasting about ten months in the year, and very little shelter for livestock is required.

This county is especially good for hog raising. They run upon the mast until nearly Christmas and forage crops are easily grown. Other livestock does well. The business men of this county lend every encouragement to the stock raiser and dairyman. Mr. T. L. L. Temple, just outside of Texarkana, owner of the Lakeside Poultry Farm, has made a decided success with his line. He has nearly four thousand thoroughbred chickens.

In addition to its abundant agricultural, horticultural resources and facilities for profitably raising livestock, the county is still rich in timber. The pine timber, formerly very abundant, has been in a large measure, removed, but there is still available in large quantity white oak, red oak, cypress, ash, walnut, sweet and sour gum, cedar, cottonwood and hickory. Lignite and indications of oil and gas have been found in several places and good clays and shales for brick making, terra cotta, fire brick, sewer pipe, drain tile, pottery and other purposes

are very abundant. Gas pipe lines follow the right-of-way of the Kansas City Southern railway and fuel is very cheap. The country is traversed by the Kansas City Southern, St. Louis, Iron Mountain & Southern, the St. Louis Southwestern railways, affording an outlet to all the great markets of the United States.

There are over thirty miles of first-class graded roads in Miller County. About \$17,000 is spent annually in maintaining the public roads. Besides the work done by self-imposed taxation, the farmers of this county contribute about \$5,000 in working the roads. There have been four steel bridges built within recent years at a cost of \$27,000. In addition to the great amount of work done on the roads, a drainage district has been formed to drain the small amount of wet land in the county.

The average price of land per acre in this county is \$11.13, showing over a 100 per cent increase within the last decade. Unimproved land that will produce well any Southern crop, can be bought for from \$10.00 to \$15.00 per acre and fair unimproved land excellent for stock grazing, for \$5.00 to \$10.00 per acre. The improved farm land will average about \$40.00 per acre or about half what similar land in some of our Northern states will average.

Miller County has a number of small towns, most of which are situated in the central and eastern part, which were first provided with railway transportation. The Kansas City Southern railway skirts the western boundary and passes through the largest city, Texarkana, which is situated on the state line between Arkansas and Texas. It is more particularly described in a separate article contained in a previous issue of Current Events.

Ravanna, on the Kansas City Southern railway, is the next important railway station.

This is a busy village of 200 people, situated 512 miles south of Kansas City, Mo., on the Kansas City Southern railway. It is twenty-four miles south of Texarkana and forty-eight miles north of Shreveport. Its altitude above sea level is 251 feet. There are in the village four general stores, two cotton gins and grist mills, a shingle mill, one hotel, two churches, a public school, livery barn and a fruit and truck growers' association. The shipments of surplus products from this station consist of hardwood lumber, railroad ties, livestock, 150 to 300 bales of cotton, and more or less of fruits, early truck, potatoes, poultry and eggs.

The village is located in a good farming country and will grow with the development of the farm lands in the vicinity. The cotton crop has heretofore been the principal reliance for ready money, but more recently other crops, notably peanuts, cowpeas, potatoes, both Irish and sweet, ribbon sugar cane, have received more attention. The latter crop, ribbon cane, produces as much as three to four hundred gallons of syrup to the acre, and never sells for less than fifty cents per gallon.

Among the field crops, corn, oats, alfalfa, Bermuda grass and all kinds of forage do exceptionally well, by reason of which stock raising can be carried on very profitably. The climate is very mild during the winter months, the natural pasturage is good about ten months in the year, and the water supply abundant and of good quality.

The soils in the main, are red, sandy uplands, easily tilled, fertile and well suited to the cultivation of commercial truck,

peaches, pears, plums, strawberries, blackberries, summer apples, grapes and other fruits. These, if grown in sufficient quantity to ship in carload lots, pay handsome profits. Early vegetables, such as onions, snap beans, peas, cucumbers, tomatoes, cabbage, lettuce, watermelons, cantaloupes, shipped early in the season, form a large item of income, as well as numerous shipments of poultry and eggs. This location is ideal for poultry raising, and there is a fine market in the oil field surrounding this point, and in the cities of Texarkana and Shreveport.

Land values run from ten to twenty dollars per acre. In the immediate vicinity of Ravanna are large beds of lignite coal, good clays for brick and tile manufacture, and considerable timber, useful for railroad ties and woodworking manufactures.

There are good openings in Ravanna for a hardware and implement store, drug store, a cotton buyer, a canning factory, a good physician and a brick, tile and pottery plant.

The Fish and Oyster Industry of Texas

Austin, Tex., Dec. 21.—The annual report of the fish and oyster commission for 1912, which is now in the hands of the printer, shows that the fish and oyster industry of Texas is one of the most important in the development of its resources, the catch for the year amounting to 103,370 barrels of oysters and 3,612,267 pounds of fish. In 1911 the catch was 110,550 barrels of oysters and 3,231,159 pounds of fish.

The slight increase in the catch of oysters this year is accounted for in the strict enforcement of the law which has stopped indiscriminate fishing and protected the oyster beds of the state, in an effort to increase the supply of the reefs, improve the quality of the oysters and conserve the supply of both fish and oysters for future years.

The report of the year's catch is made on ten stations and shows that Port Lavaca is first in the barrels of oysters supplied with 31,055 against 29,203 last year, an increase of 1852 barrels. Corpus Christi reported the largest catch of fish for the year with 930,575 pounds, an increase over the preceding year of 150,875 pounds, or 20 per cent.

The following table shows the station and amount of the catch of both oysters and fish for the year:

Station—	Oysters, Barrels.	Fish, Pounds.
Galveston.	21,603	147,888
Matagorda.	24,537	255,807
Palacios.	8,820	42,128
Port Lavaca.	31,055	430,756
Rockport.	10,646½	625,334
Corpus Christi.	125	930,578
Point Isabel.	499	800,566
Liberty.	54,490
Houston.	5,884½	240,320
Velasco.	100	84,400
Total.	103,370	3,612,267

While there were many varieties of fish caught along the Texas coast during the year, the red snapper, red fish, sand and speckled trout, cat fish, sheephead, Spanish mackerel and whiting predominated. In addition to the above, there was also a large catch of shrimp and crabs.

The receipts by months for the fiscal year 1910-1911 show the largest catch of fish in October, 1910, when 352,671 pounds were taken from Texas waters. The largest amount of oysters tonged during the same

period was reported for the month of December, 1910, when 26,955 barrels were gathered.

In 1912 there were 3,960.46 acres in oyster farms, which yielded to the state in taxes \$1,921.21. In 1911 the acreage in oyster farms was 5,592.60 while the taxes were but \$1,551.42.

Calhoun County leads in acreage this year with 1,430, and Galveston County is second with 1,093 against 2,710.23 in 1911, or a decrease of 1,616.40 acres. Galveston County leads in the amount of taxes collected from the oyster industry, with \$1,051.83. Oyster locations are reported in Galveston, Calhoun, Matagorda, Aransas, Nueces and Harris counties, there being 640 acres of new farm in the latter county not reported in 1911.

Nine counties report 1234 licensed fishermen plying their pursuits in Texas this year, while there are 363 boats of various kinds and sizes engaged in the industry. The industry yielded \$9,924.43 in taxes to the state, which is an increase over 1911.

The following counties reported the number of fishermen, boats, and taxes for 1912: Galveston, Matagorda, Calhoun, Aransas, Nueces, Cameron, Liberty, Harris and Brazoria. Aransas County leads in the number of fishermen reporting, 244; Galveston in the number of boats, with 76; and also in the amount of taxes, having collected \$2,052.90 during the year. Harris County shows the largest growth in the industry

with seventy-five fishermen, thirty-nine boats, and taxes amounting to \$647.51 this year, against sixty-five fishermen, fifteen boats and \$120 in taxes in 1911. Nueces County shows an increase in boats, fishermen, and taxes also.

The laws of Texas provide that parties engaged in catching fish for market must be properly licensed and pay a tax of ten cents per hundred pounds on all fish sold. Oyster fishermen must also be licensed and pay the state a tax of ten cents per barrel, except on oysters tonged from private farms or reefs. The oyster season began September 1, and will end April 1.

Deep sea fishing is conducted by companies located at Galveston and Brownsville, the largest portion of their catch being red snappers. These fish are caught on the banks near the coast of Yucatan, fully 500 miles from Texas, in the Gulf of Mexico. These fish are brought to market in large sea-going schooners which take with them to the banks large quantities of ice. Many thousands of pounds of red snapper were prepared for market at Galveston and shipments made into several states and into the Republic of Mexico, during the year.

Many thousands of pounds of fish were caught by fishermen and sportsmen who visited the coast, and by local residents who do not come under the license act, and whose catches were not recorded.

The catch of 1912 averages nearly a pound of fish per capita in Texas.

Sugar Cane Syrup at Mansfield, La.

Two hundred and eighty dollars per acre looks good, does it not? These are the figures and they can be verified. This amount is being made on hill creek lands in DeSoto Parish, and this can be enlarged upon if the weather is favorable.

A reporter of "The Journal" saw so much molasses being hauled into the S. G. Sample Company's store recently that he concluded these gentlemen had entered the molasses trust, but on inquiry within we were informed that it was a "small shipment" made by Mr. W. H. Farmer, the manager of the Sample interests, who is familiar with cane, sugar and syrup, having spent a number of years in South Louisiana, and who has for several years been planting cane on lands in DeSoto. He has heretofore been quite

successful, and this year he branched out more extensively, having done away with the old method of canning and boiling, and is much pleased with it.

He has produced 2500 gallons of the best Louisiana pure syrup you ever walloped a waffle or batter cake in. The color is good and the taste is better.

He planted ten acres and produced the above amount. Had weather conditions been ideal he thinks he would have doubled this quantity. At any rate this is good. These goods are sold for 70 cents per gallon and that gives us \$1,750—a pretty good sum of money for ten acres. That beats ten acres in cotton, does it not?

Mr. Farmer tells us that he planted in March, and the yield was small on account

of the extreme dry season—as you know cane needs moisture. The cultivation about equals cotton.

He is an enthusiastic as well as a practical cane grower and believes that the time will arrive when this industry will demand a central mill and he believes that Mansfield should have the location.

Speaking of his plant and methods, he said to us:

"Land best adapted to cane is sandy creek bottom. Should use a fertilizer rich in phosphoric acid and nitrogen. The nitrogen to supply food to produce a large, healthy stalk and phosphoric acid to produce the sugar or syrup.

"Average yield of cane on our best lands when weather conditions are favorable is about 400 gallons per acre. Cane requires a great deal of moisture, as 400 gallons to the acre is equal to about 50 tons of cane, 70 per cent of which is juice.

"Am using a small steam outfit which, when completed, will make about 200 gallons in ten hours. Takes about one-half the labor that the old style horse mill requires and syrup can be made of a more uniform thickness, as we use a tester to determine when the juice has been boiled to the right consistency.

"Quite a number of my neighbors have hauled their cane to my mill this season and I have made it for them on shares. A larger acreage will be planted by them and myself next year, as we believe there is money in it.

"After saving a good supply of seed cane this season I will make about 2500 gallons off of ten acres. The crop was cut at least fifty per cent short by the drought this summer, otherwise I would have made four or five thousand gallons.

"Can begin grinding in this section about the 25th of October and continue until December or later.

"When a freeze is threatening, cane should be cut and windrowed. A light freeze does not materially damage cane for syrup making purposes, but spoils it for seed."

All North Louisiana cane is grown on creek lands, but in the majority of cases the packing and boiling methods are crudely done, and the farmer will produce syrup a shade thicker or darker in color than his neighbor. All have a little different method. The Farmer molasses, put up under his steam method, is as pretty to look at as any syrup put up. It is one color and taste, as it is cooked at the same temperature.

It is sealed in cans under a hot pressure of steam and it will keep for three years.

This industry is yet in its infancy, but it is believed that with a proper handling by all parties concerned in the production, that the future promises much for the farmer. All over the East and West a great demand is on for pure Louisiana syrup. The people are restless under the numerous substitutes placed before them, and if the goods of North Louisiana are properly handled and placed on the market in neat packages, a better price can be had for the home goods. A great drawback to the average farmer's goods is his package. He may think little of this, but if he is acquainted with a salesman, let him ask his advice, and this gentleman will tell him that looks is a wonderful assistant in a sale. A neatly engraved label should be placed around the can, and when the "inside comes up to the outside" nothing on earth can stop its sale. A cheaper price will not do it.

People are after the best, and they are the judges, and "must be shown," and when they have tasted and tried the real article they will buy at a price higher than for substitutes.

The cane industry should be watched.

Sales of Unallotted Indian Lands

The National Government, through Mr. J. G. Wright, commissioner to the five civilized tribes, Muskogee, Okla., has during the past year held several sales of the unallotted lands of the Choctaw and Chickasaw nations. The most recent of these sales was completed at Idabel, Okla., on December 23rd last, and was the most successful sale of any of the sales heretofore made. There were sold approximately 9,128 tracts of

land, containing 697,000 acres, the purchase price being \$3,412,000. The minimum sale price was \$3.08 per acre and the minimum amount obtained per acre was \$4.89. Such tracts as were not sold cannot be purchased at this time or at private sale.

The survey of the segregated coal lands is practically completed and the surface of these lands will be eventually sold, but some provision will have to be made by the present congress before they can be put in market.

The Coal Mining Industry

During the past ten years the national government has caused to be made a most careful survey of the existing coal fields in order to ascertain as definitely as possible how much coal is actually available for the use of the present and the future generations. The survey was made in all parts of the United States and its dependencies. The area of the known beds, as determined by these surveys, covers about one-sixth of the area of the United States. In some of the undeveloped fields beds or deposits from thirty to eighty feet thick have been found. In the whole United States more than 3000 billions of tons of coal are estimated to exist, and 2000 billions of these are so located that they can be easily worked.

According to the estimates made, the production of coal in the United States up to date has been over 8,739,572,427 tons, which, with the waste resulting from carelessness in mining, represents a depletion of the beds of 14,181,980,000 tons. This vast quantity is, however, only one-half of one per cent of the quantity estimated to exist and not yet mined. The quantity of coal remaining to be mined amounts to 3,062,022,020,000 short tons. The quantity annually mined is 0.025 per cent of the supply. The supply at present is equivalent to 4000 times the present annual rate of exhaustion.

The known coal fields of the United States embrace a total area, according to the United States geological survey, of 310,296 square miles, to which may be added something over 160,000 square miles of which little is known, but which may contain workable coals, and about 32,000 square miles where the coal lies under heavy cover and is not considered available under present conditions. The supply of coal before mining began is estimated to have been 3,076,204,000,000 short tons, of which 1,922,979,000,000 tons were considered to be easily accessible and 1,153,225,000,000 short tons to be either so deep or the beds so thin that they are accessible only with difficulty. Classified according to the character of the coal, the original supply consisted of 21,000,000,000 short tons of anthracite, 1,661,457,000,000 tons of bituminous coal, 650,157,000,000 tons of sub-bituminous coal and 743,590,000,000 tons of lignite, the supply of bituminous coal being something more than that of all other grades combined.

During the past three and one-half years the United States geological survey has classified as coal land 17,459,105 acres of the public lands and has restored them to sale. The appraised value of this land as fixed by the survey aggregates \$742,620,649. The National Government still holds title to some seventy or eighty million acres of coal lands.

Coal was mined in 1911 in Alabama, Arkansas, California and Alaska, Colorado, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Maryland, Michigan, Missouri, Montana, New Mexico, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Tennessee, Texas, Utah, Virginia, Washington, West Virginia, and Wyoming. The output was 405,724,241 tons of bituminous coal and 90,464,067 tons of anthracite coal, total 496,188,308 tons, valued at \$625,910,113.

The total number of men employed in the coal mines of the United States in 1911 was 722,322, of which 172,585 worked in the anthracite mines of Pennsylvania. The average production per man was $3\frac{1}{2}$ tons a day in the bituminous and lignite mines and 2.13 tons per day in the anthracite mines. The anthracite miners worked 246 days in the year, while the bituminous miners worked 211 days. The average annual production for each man was 524 tons in the anthracite mines and 738 tons in the bituminous mines. In most of the bituminous mines of the United States, the 8-hour working day prevails. In 1911, out of a total of 549,750 employees in the bituminous coal mines, 330,045 worked in the mines that were operated eight hours a day; 57,351 worked in mines that were operated nine hours a day, and 137,576 worked in mines operated ten hours a day.

The value of the coal shipped abroad in 1912 was \$52,000,000 and these figures do not include the fuel coal loaded on vessels engaged in foreign trade. This "bunker" or fuel coal amounted in value to \$23,000,000, making a total of \$75,000,000; the quantity exported was 17,500,000 tons and the ship fuel furnished was 7,093,212 tons, showing an output of 24,593,212 tons exported or used as fuel for steamships.

The principal coal-importing countries of the world are: France, whose imports in the latest year for which figures are available were 16,250,000 metric tons; Austria-Hungary, nearly 11,000,000; Belgium, 7,333,333; Italy, 9,500,000; Russia, 4,250,000;

Sweden, 3,750,000; Argentina, 3,750,000; Spain, 2,000,000; China, 1,500,000, and Brazil, 1,333,333 metric tons, the average value of these imports ranging from \$3.50 to \$6.50 per metric ton.

The coke industry in 1909, according to the United States census, consisted of 315 establishments, with an invested capital of \$152,321,000. The average capital per establishment invested was \$484,000. The number of tons produced in 1909 was 39,315,065, valued at \$95,697,000; the average production per establishment was \$304,000.

The Kansas City Southern Railway traverses the Cherokee-Pittsburg coal field of Missouri and Kansas, of which Pittsburg, Kans., is the financial center; the Arkansas-Oklahoma coal field, of which Fort Smith is the central supply point, and a vast field of lignite coals, gas and oil in Southern Arkansas and Western Louisiana. In Missouri, Arkansas, Kansas and Oklahoma, the coal deposits are extensively mined. In 1911, Arkansas produced 2,106,789 tons of coal, valued at \$3,396,849; Kansas, 6,254,228 tons, valued at \$9,645,572; Missouri, 3,760,607 tons, valued at \$6,431,066; Oklahoma, 3,074,242 tons, valued at \$6,291,494.

The Cherokee-Pittsburg Coal Field of Kansas and Missouri.—The sinking of deep wells in this coal field within the past several years has clearly demonstrated that the coal supply of this region is very great. The first bed, which is found at a depth of thirty-five to forty feet from the surface, has been worked very little because of the fact that a safe roof could not be had for a shaft, and that the coal laid too deep for stripping in the old way with men and teams. The second vein, at a depth of seventy to 110 feet, has been worked the most extensively and most of the coal mined in the past twenty-five years has come from these beds. Thousands of acres of this bed are yet to be mined. The lower, or third, bed, which is found at a depth of 240 to 250 feet, has never been mined, and the coal found in this bed is said to be of the best quality. It also has an excellent roof. It has also been shown that wherever mines have been operated in the second bed, the third bed is also located. The thousands of acres of the lower bed (250 feet) must be worked before there can be an exhaustion of the coal supply.

The thirty-five to forty-foot layer has received much attention within the last two or three years. It has been found practicable to use immense steam shovels for stripping these beds, after which coal min-

ing simply becomes a proposition of quarrying coal in an open quarry. Some twenty or more steam shovels, costing about \$20,000 each, are now in operation. It is claimed that these huge shovels can strip twelve acres of ground in a year to a depth of nine feet, and can be operated to a depth of more than thirty feet. Some of the larger coal companies have strip coal on their lands which has never been opened. The Cherokee-Pittsburg Coal Company, it is reported, owns about 3000 acres of strip coal land and there are many thousand acres of similar beds which can be uncovered by the steam shovels, though not easily mined by shafts.

The State Inspector of Mines reports for the year ending June 30, 1912, that 6,350,396 tons of coal were mined. The preceding year, 1911, the production was 6,254,228 tons, valued at \$9,645,572. The number of men employed was 11,264. Crawford County, Kan., ranks first in point of coal production, producing 3,818,750 tons, with 6298 men employed. Cherokee County ranks second, producing 2,159,372 tons, with 3,403 men employed. There were thirty-seven fatal accidents, one for every 17,632 tons produced and one for every 304 men employed.

The Coal Mines of Missouri.

The final figures for the coal production of Missouri in 1911, according to the report of the United States geological survey, for 1911, show an output of 3,760,607 short tons, valued at \$6,431,066, showing a considerable gain over the preceding year. The coal mines of Missouri in 1911 gave employment to 9991 men who worked an average of 183 days. The markets for Missouri coal are restricted to comparatively local territory, largely rural, and the needs of the railroads. Illinois coals are the principal competitors in the east. Oil and gas are also active competitors, but during the past six months, their influence on the market has not been so severely felt.

The Coal Mines of Arkansas.

In 1860 the entire coal production of Arkansas amounted to 200 tons. In the succeeding twenty years there was an increase of 14,778 tons. In 1907 the production had reached 2,670,453 tons. At that time the coal mines employed 5085 men, who worked an average of 190 days. The average output per man was 525 tons, equal to 2 1-6 tons for each man. The United States geological survey of 1907 states: "The total original supply of coal in Arkansas was 1,887,000,000 short tons, of which 1,797,000,000 were bituminous and semi-an-

thracite and 90,000,000 tons were lignite. The lignite areas have not been developed and no production reported. From the other areas there have been mined only 53,756,401 short tons, representing exhaustion, including waste of two per cent of original contents of the known Arkansas field. The following counties are referred to in this report as coal bearing: Franklin, Johnson, Logan, Pope, Sebastian, Scott and Washington. The State Geologist, Dr. Owen, also refers to Crawford, Yell, Perry, Conway, Madison, White, Van Buren, Ouachita and Pulaski counties.

Active coal mining is carried on in Pope, Johnson, Franklin, Logan, Sebastian and Scott counties. The coal mining investments, the greater part being in Sebastian County, amount approximately to \$2,192,683.85. The production of coal for the last six years is as follows: 1905, tons, 1,934,673; 1906, tons, 1,864,268; 1907, tons, 2,670,438; 1908, tons, 2,078,357; 1909, tons, 2,377,257; 1910, tons, 2,359,647. The production of coal in Arkansas in 1911 was 2,106,789 short tons, valued at \$3,396,849, according to the report of the United States geological survey. The output is 252,858 tons less than that of the year 1910.

The coal mining industry of Arkansas has not kept pace with that of other states. The production of 1911 does not equal that of 1903 or 1907, and there has been no actual gain in a decade. Competition with fuel oil and natural gas, the labor strikes of 1910 and adverse legislation have had a tendency to retard the development of this field. The high cost of mining and the wasteful methods imposed upon the mining companies by legislation have temporarily placed the coals of this state at a disadvantage. The statement appears to be borne out by the statistics of 1911, for the average number of working days reported for Arkansas in that year was 133, considerably less than one-half of the possible number, though slightly more than half the usual average made in the United States.

The fuel oil and natural gas supply now appears to be diminishing, and within the past six months the demand for Arkansas coal has been largely increased. The outlook for 1912 and for 1913 is much better than it has been for several years.

The Oklahoma Fuel Supply.

Oklahoma has large supplies of three valuable fuels—coal, petroleum and natural gas. More than twenty counties in Oklahoma, nearly all of them located in the eastern part of the state, are known to contain coal. Mines have been successfully operated in ten counties in the state and of the known supply, there are twelve or more beds of workable thickness, some of them having a thickness of eight feet. The greater part of the production comes from Pittsburg, Coal, Latimer and LeFlore counties. The United States geological survey estimates the known coal supply of Oklahoma at 79,000,000,000 tons. For the past ten years an average of 3,000,000 tons has been mined per year. Assuming that the production did not increase, on this basis, there is enough coal in Oklahoma to last 25,000 years. It is safe to say, however, that, taking into account the normal increase of production, the coal in Oklahoma will last for hundreds of years.

Oklahoma's oil industry is described more at length in another place. Last year's output of petroleum was something over 53,000,000 barrels, coming from the Glenn Pool, Bartlesville field, Shallow field, Muskogee field, Okmulgee field and the Cleveland field, each of which have produced millions of barrels of oil. The oil wells of Oklahoma vary in depth from 500 feet to 2500 feet, the average depth being 1200 feet. The cost of drilling and equipping a well 1200 feet deep runs between \$2000 and \$2500.

The production of coal in Oklahoma in 1911 was 4,074,242 tons, valued at \$6,291,494, a gain of 428,016 tons over the production of 1910. The production of 1911 was, however, less than the production of 1907 or 1909, in fact it was less than the average production of the preceding eight years. The attendant conditions were the same as in Arkansas. The strike of 1910 had its effect in the loss of markets, and opening the way for competition of coal from Illinois, Alabama, Kentucky, Colorado and New Mexico, and also afforded opportunities for the competition of fuel oils and natural gas. The state laws are also regarded as unfavorable, causing much waste of good coal and the payment of higher mining rates.

Miscellaneous Mention

The Zinc and Lead Production of the Joplin, Mo., District.

The Joplin zinc and lead mining district comprises in all some twenty-eight mining camps within convenient distance of Joplin and which market their ores in Joplin. Twenty-two of these are in Missouri, three are in Kansas and three in Oklahoma. The production of northern Arkansas, which is now assuming fairly large proportions, reaching 3,667,000 pounds of zinc and lead, is also marketed in Joplin and occasional shipments are received from Polk and Sevier counties in southern Arkansas.

The production of lead and zinc in the Joplin district or Missouri-Kansas-Oklahoma field for 1912 exceeds all previous records in the history of the district. The value of ore output for 1912 was \$18,043,379 and consisted of 570,001,300 pounds of zinc blende, valued at \$14,901,366; of 33,769,850 pounds of calamine, another variety of zinc ore, valued at \$549,911 and 91,694,186 pounds of lead, valued at \$2,592,102. The value of the output was nearly three million dollars more than that of 1907, which was the greatest up to that time, and was valued at \$15,419,927. The total valuation for the year (1912) was about five million dollars more than that of 1911. The value of the output of 1912 is four times as large as the annual production of silver in Colorado; more than the value of gold from Alaska; in fact more than the combined valuation of all Alaska's mineral products. It is almost as much as California's output of gold and twenty times the value of that state's output of silver. The gold and silver output of Montana is several million dollars less in value than the lead and zinc production of the Joplin district.

Poteau, Oklahoma, and Its Gas Wells.

In 1910 some of the more enterprising citizens of Poteau leased the oil and gas rights on some 18,000 acres of land situated about four miles east of the town. In July they bored one well and at a depth of 1,466 feet struck a gas flow. The daily capacity of this well was 4,600,000 cubic feet with a rock pressure of 412 pounds to the square inch. By November of the following year pipe lines had been laid to the town, which is still using gas as fuel. Since then nine productive wells have been drilled, with a

capacity of nearly 20,000,000 cubic feet and covering a proven territory of 19½ square miles. This large area was covered in the efforts to find oil, the idea at the time being to drill the wells far enough apart so as to cover what appeared to be the best territory, with a few holes. The gas territory extends from the little town of Cameron on the St. Louis & San Francisco Railway, to six and one half miles due southeast of Poteau. This strip has been proven out by drilling on the sides between the two end wells.

The brick plant at Poteau, daily capacity 10,000 brick, has increased its capacity on account of increased sales due to the use of very cheap fuel gas. Negotiations are pending for the location of a zinc smelter. One gas well brought in August 9, 1912, had a flow of 3,500,000 cubic feet and a rock pressure of 412 pounds per square inch. Poteau is now most abundantly supplied with cheap fuel, both gas and coal, and now needs some factories to utilize it. Raw materials of various kinds, timber, water, stone, minerals, clays, cotton and farm products are convenient. Mr. Tom Wall, cashier First National bank, Poteau, Okla., will be pleased to furnish any desired information.

Vital Statistics of Greater Kansas City.

Population (Gate City Directory, estimate)—Kansas City, Mo., 338,068; Greater Kansas City, 484,978; manufacturing plants, 1,067, employing 32,984 hands; invested capital, \$100,000,000; annual output, \$230,000,000; grain receipts, 1911, 50,689,628 bushels; assessed valuation, Kansas City, Mo., \$174,491,342, about one-fourth actual tax rate; city, \$1.25; tax rate, county, \$1.72. Independence, Mo.—Population, 15,047; valuation, \$4,719,260.

Kansas City, Kas.—Population, 122,798; valuation, \$89,347,855, one-half actual value.

Rosedale, Kas.—Population, 9,065.

Cost to run city affairs, Kansas City, Mo., \$2,607,000.

Bank Clearings—Month, May, 1912, \$224,535,002; month, May, 1911, \$206,829,167; year, 1875, \$20,407,967; year, 1890, \$492,207,771; year, 1905, \$1,197,905,558; year, 1911, \$2,578,739,349.

GETS \$500 POTATO PRIZE.

Twin Falls Man Raises 645 Bushels on Acre.

The largest potato crop grown in the United States was produced by Mr. R. A. Nesbit in the St. Louis Valley of Colorado in 1899. He produced 987 bushels on one acre and was awarded a prize of \$500 by the American Agriculturist. The next best crop was produced by L. A. Snyder in 1910, as shown by the following clippings. What ails the fellows who are satisfied with a 100-bushel crop?

Twin Falls, Idaho, June 8.—The palm for the greatest yield of potatoes this year goes to the Twin Falls tract in southern Idaho. Louis A. Snyder, a farmer living near Twin Falls, raised 645 bushels on one acre, winning the Burley prize of \$500 offered by the general passenger agent of the Oregon Short Line.

The contestants were farmers living along the Oregon Short Line Railroad in Utah, Idaho, Oregon, Washington, Montana and Wyoming. The prize potatoes were the Dalmany Challenge, originally imported from Dalmany, Scotland.

The potatoes were planted by machinery May 21, 1910. All the cultivation was done by machine. The rows were thirty-three inches apart, and the hills nine inches apart. The first cultivation, eight inches deep, was on June 13, and the second, six inches deep, on June 24. The ground was irrigated three times and the land was furrowed for irrigation June 28. The crop was harvested October 24-25.

The yield is also remarkable because Mr. Snyder had no farming experience until four years ago.

The Rice Crop.

The U. S. Census Bureau has ready for publication a report on the rice production of the United States in the year 1910. The statistics of the number of farms reporting irrigation for rice growing acreage are for the calendar year 1909, the statistics relating to irrigation works, cost of enterprise, and acreage included apply to the year ending June 30, 1910.

The number of farms reporting irrigation for rice in Louisiana was 2,690 in 1909 and 4,531 in 1900, a decrease of 40.6 per cent, in Texas 1,088 in 1909 and 73 in 1900, and in Arkansas, where rice has been grown

commercially only for a few years, 232 farms in 1909.

The acreage irrigated for rice growing in Louisiana was 380,200 in 1909 and 201,685 in 1900, a gain of 88.5 per cent; in Texas 286,847 in 1909 and 8,700 in 1900, a gain of 3,197.1 per cent; and in Arkansas 27,753 in 1909.

The average yield of irrigated rice in Louisiana was 34.6 bushels per acre and the average value was \$25.70 per acre; for Texas the average yield was 38.7 bushels per acre and the average value \$28.54 per acre; for Arkansas the figures were 45.9 bushels per acre and the average value \$41.56 per acre.

The cost of irrigation enterprises up to July, 1910, in Louisiana, was \$6,851,166 as against \$2,529,319 in 1900; in Texas, the cost of irrigation enterprises was \$6,140,639 up to July, 1910, as compared with \$322,000 in 1900, and in Arkansas, \$587,834 up to July, 1910.

The acreage these enterprises were capable of irrigating in 1910 was: 553,220 in Louisiana, 350,350 in Texas, and 52,883 in Arkansas.

Turpentine From Pine Knots.

A news dispatch from Orange says that W. C. Wilson, representing the Texas Pine Tar Co., of DeRidder, La., is in that city looking into a proposition to manufacture turpentine from pine knots, and says that his company is producing a better grade of turpentine from knots than that produced by tapping the trees, in addition to a good quality of tar and pine oil. He stated that from a cord of pine knots, 11 gallons of spirits are extracted, and the total output of the plant is about 200 gallons a day.

Calcasieu's School Population Shows a Big Increase.

Calcasieu parish, Louisiana, has over 16,000 children on the educational rolls, according to the figures announced by S. O. Shattuck, who, with W. N. Curley and James Leithead, has checked over the rolls.

Amusing names are encountered among the rolls of negro children. As a sample, Mr. Curley said that he had checked such names as Null, Void, Sapolio, Pearline, Odor, Pharaoh and others as peculiar. When the Indian names are reached they will doubtless show cognomens even more funny than the negro rolls.

The Pine's Plantation.

Hatfield, Ark., Dec. 23, 1912.

Mr. Ed. T. Wolf, Mena, Ark.

Dear Sir:—I have been thinking today of why I decided to settle at this point in Arkansas two years ago, and then my mind came to you and your exhibit which was the clinching argument in deciding, then I wondered how many ever took the trouble to write you and tell what they had done after you had shown and explained your exhibit to them. Then I thought perhaps you might care to know what I had done, although you have perhaps forgotten me among the many thousands you come in contact with. As you can see by my letter head I settled near the home of the exhibit, and I am glad I did for it has been the means of surrounding myself with oldtime friends and neighbors and all the argument I used was to show them the exhibit at Mena and in every instance the party bought a place and is improving it. I will mention a few names as perhaps you remember some, this is the Nebraska bunch. Dunlap Stuart, Pletzcow Matson, Kuhn Macauley, Colman Hodge, B. Colman, Asher Beck, W. Slote, myself, and others. From the number of inquiries your exhibit must have been an attraction at Lincoln, Neb. As secretary of our growers association here I receive letters frequently asking for further information. A man from Logan, Ia., whom I just helped to find a place, was attracted here by seeing the exhibit at Lincoln. He is home now preparing to ship his stuff here by January 15.

Others, too numerous to mention. I am glad to see them come from that direction as they seem to have enough to improve their places, bring good stock and machinery and a hustling gait. Don't think I dropped in here by accident. I made two trips to the apple country of Wayne Count, N. Y., one to the Pacific coast, looked all over southeast Missouri, Oklahoma, Texas, etc., then I started down the Kansas City Southern, saw their exhibit, and though it couldn't talk it was more convincing than all the silver-tongued real estate men put together, and I might add they don't let any detail escape their notice either. If you are ever in this locality I would be pleased to have you call and look over this plantation. Thanking you for past favors, I am

Yours very truly,

JAS. A. SLOTE,

Hatfield, Ark.

Good Strawberry Yield.

J. J. Carl, of Neosho, Mo., produced and marketed from four and one-half acres of strawberries, 514 crates, which netted him, after paying for crates, picking, commission, etc., \$129.08 per acre. Had it not been for the dry weather, which commenced about the middle of the picking season, he calculates that he would have had twice as many crates. Some of these berries were shipped by local express, so the net receipts would have been greater had the berries been shipped in with car lots. Mr. Carl is the pioneer strawberry grower of this section, having been engaged in the business extensively for the past fifteen years.

Profit in Poultry.

Mr. and Mrs. W. S. Bell of Heavener, Okla., last year cleared over \$40 in cash from about twenty Rhode Island Red hens kept in their back-yard. Besides, they kept a large number of fowls for their own use, which are not accounted for in the \$40 profit. Mrs. Bell kept a detailed statement of the receipts and expenses and it is very interesting to poultry-raisers. What Mr. and Mrs. Bell have done, others can do. Raising poultry in and around Heavener is a profitable business and more people should engage in it.

What a Ten-Acre Farm Will Produce.

A. N. Banks of the Bennett-Banks Fruit Land Company, furnishes the following list of what can be grown on a ten-acre farm in Newton County:

980 apple trees, seven years old, will yield four bushels per tree, 3920 bushels at \$1 per bushel, worth \$3920.

Five acres of strawberries, 200 crates per acre, 1000 crates at \$2 per crate, \$2000.

One-half acre asparagus, after first year, will yield 2000 bunches, at ten cents per bunch, \$200.

A half-acre of rhubarb will do equally as well, \$200.

1000 hens, income 50 cents each, \$500.

100 colonies of bees, income of \$2.50 per colony, \$250.

One sow and two litters of pigs each year, \$100.

Grapes, currants, gooseberries, potatoes and all kinds of vegetables, enough for both summer and winter use, and the work mare could also raise a colt each year.

Railway Economics

Increase in Railroad Taxes.

Increased taxes are the latest source of reflection to the railroad manager. Statisticians point out that the total income contributed to the common weal by the railroads was increased by \$11,000,000 during the fiscal year, which ended on June 30, and that the total amount for the year was \$120,000,000. This is an increase of 10 per cent, as against an increase of only 5 per cent for the preceding year. While taxes were being increased 10 per cent the gross incomes of all the roads increased less than 2 per cent, say the managers.

Taxes of the Harriman lines increased last year 40 per cent for the Union and 17 per cent for the Southern Pacific. Santa Fe's assessments were increased 20 per cent. Central of New Jersey's taxes were greatly reduced in 1911, but last year they were more than doubled and were then 50 per cent greater than three years before. Reading railroad taxes were also 50 per cent greater for the 1912 fiscal year than for 1909. These instances are typical, as the sharp increases in average taxes per mile in the entire country shows.

WAGES ARE HIGHER THAN OTHER NATIONS.

United Kingdom Men Only Paid \$1.05—Figures Are Compiled.

Washington, July 10.—Among all classes of railway employes in the United States the average daily compensation in 1910 was \$2.23 as against \$1.05 in the United Kingdom, says the bureau of railway economics.

"The lowest paid railway employe in the United States, the ordinary trackman, receives a greater compensation than many of the railway employes of France, even those of higher grades and with responsible duties," says the report. "The compensation of railway employes is from two to three times as high in the United States as in Italy.

"A recent report of the English Board of Trade on railway wages shows that the average weekly pay of enginemen in the United Kingdom in 1907 was \$11.17, of firemen, \$6.67. In the same year enginemen on American railways received an average weekly compensation of \$25.80, counting six

days to the week, and firemen \$15.24. Recent returns make it clear that in 1912 enginemen and firemen in the United States are compensated at rates of pay for special runs that are two, three and four times as high as the corresponding rates on representative English railways.

Better Paid in America.

"The annual compensation of enginemen in the United States, as reported by two representative railway companies, now range from \$1,100 in switching service to more than \$2,800 in passenger service, and of firemen \$700 in switching service to more than \$1,700 in passenger service.

"For continental Europe, official returns in requisite detail are not available for a later year than 1908. The salaries and allowances of the typical enginemen in Germany amounted for that year to \$646.88; in Austria to \$870.80; of a fireman in Germany to \$424.50; in Austria to \$532.03.

"The annual compensation of enginemen on two of the principal railways of France ranged in 1908 from \$505.66 to \$906.91, and of firemen from \$505.66 to \$595.98. In Italy enginemen received in 1908, salary and allowances included, from \$581.10 to \$812.70 a year; firemen from \$533.30 to \$475.05 a year. In the continental countries the maximum compensation is received only after many years of service.

"In Belgium enginemen received in 1907 from \$23.16 to \$38.60 a month; firemen from \$17.37 to \$23.16 a month; conductors and station employes, from 46 cents to 96 cents a day. In the United States in the same year, 1907, enginemen averaged on the basis of 25 days' service, \$107.50 a month; firemen, \$63.50 a month; conductors, \$3.69 a day; station employes, from \$1.78 to \$2.05 a day."

Net Incomes of U. S. Lines.

In a circular issued by Slason Thompson, head of the Bureau of Railway News and Statistics, the following statement is made concerning the earnings of the railroads of the United States during the fiscal year ending June 30, 1912: "With gross revenues the largest in their history, the net income of the railways of the United States for the year ending June 30, 1912, after deducting operating expenses and taxes, amounted to \$762,663,579, or 3.81 per cent on the estimated value of \$20,000,000,000, analysis of the returns shows that had the

expenditure for maintenance of road and equipment been on a scale commensurate with the normal advance in the demands made on the railways by the American people, the net results would have been at least \$100,000,000 less satisfactory from the income point of view.

According to Mr. Thompson, the railroads will need about \$200,000,000 of fresh capital to "make good" for the curtailment in expenditures during recent years.

The Damage Suit Industry.

The following editorial appeared in the San Antonio Express of June 20, 1912:

That is a heavy indictment of conditions in Texas brought by Statistician Askew of the Texas railroads in showing with the figures that personal injury claims cost the roads during the last fiscal year 2.52 per cent of the total operating expenses. To make it even more patent to the casual reader, Mr. Askew, who was formerly auditor of the Texas Railroad Commission, says the companies had to pay \$1 into the maw of the damage suit "industry" for every \$17 paid in wages and salaries.

Staggering as these figures may be to the men who "pay the freight," the total, in dollars and cents, is even more startling. For the last fiscal year these Texas lines, represented by Mr. Askew and comprising approximately 93 per cent of the total Texas mileage, paid to personal injury claimants and their attorneys—never forgetting the latter—the sum of \$2,315,011.96. How much of this vast amount went into the pockets of those whose suits were filed, or claims presented? What percentage of it helped fatten the accounts of the men who make it their business to "discover" suits?"

In fixing rates in Texas the State Railroad Commission is forced, both by law and by the right, to take the railroad expenses into the reckoning. Does the bulk of millions expended in damage suits belong to the professional "suers" or does it belong to the patrons of the lines, the shippers of freight, the passengers, the ultimate consumers?

So pernicious have been the activities of men who live off the suits they file against railroads in Texas that long before the retirement of Judge John H. Reagan from the Railroad Commission, that body, acting in its public capacity, saw fit to call the attention of the public to the need of a change. The "damage-suiter" materially reduced the revenues of the lines and, inevitably, contributed much to the inability of the commission to reduce the rates. With

his usual watchful care of the public's interests, Judge Reagan put his views on this score in print. Both he and his colleagues reminded the people generally they could not reasonably look for freight rate reductions while mulcting of the railroads through the medium of the damage suit hunters seemed not only "professional," but popular.

This is a matter of such vital and ramifying interest to all the people that, in view of The Express, the railroads are only incidentally concerned. The railroads pay the claims, it is true, but the people pay the railroads in the end. The final, net result is that the whole, top-heavy burden falls upon the shoulders of the ultimate consumer. The roads pay the lawyers and their clients. The shippers pay the railroads. Merchants pay the shippers. Consumers pay the merchants. We ought to be pardoned for asking, How are we and the rest of the public to get our share?

Public sentiment needs educating up to that point where no juror would dare vote to assess heavy damages against a railroad company, or any other corporation simply because it is assumed the said corporation can afford to pay. The corporation doesn't pay—except temporarily. The public pays back the coin and with all the interests the company can squeeze in added.

The great majority of the people are fair and want to act fairly. If the facts were laid before them properly, there would be less of prosperity's smile showing on the countenance of the professional seekers after damage suits. The railroads are supposed to be doing what they can to "educate" the public along the line suggested, but most of their energy is displayed through their own attorneys.

Without damage suits or other forms of litigation there would be no need of lawyers. For a railroad general manager to tell the company's lawyers to go out and banish the "damage suit industry" is like telling them to go out and abolish their jobs.

Personal injury claims are climbing. They present a matter in which the railroads are no longer primarily interested. This question is one in the settlement of which all good citizens should take a hand.

Small Billy (at the shore of the gulf)—
"Can't I have a ride on a donkey, mother?"

"No, darling, father says not."
Small Billy—"Why can't I have a ride on a donkey, mother?"

Mother (to father)—"Oh, for goodness sake, David, give him a ride on your back to keep him quiet."

The Progress of Mansfield, La.

Mansfield, the judicial seat of De Soto Parish, is recognized as one of the most prosperous and rapidly growing towns in Louisiana. Its sources of income are based on a solid foundation and are growing in magnitude from year to year. In 1900 when the U. S. census was taken, Mansfield had only a population of 760. The census report for 1910 gave the population at 1,982, showing an increase of nearly 300 per cent within ten years. A recent estimate was made when it became necessary to post the names of the streets and number the houses in order to install a postal free delivery system, and then it was found that the population was in excess of three thousand. This last count shows an increase of 33 1-3 per cent in two years. The city tax assessment list shows in indisputable figures, that the property valuation has increased at even a greater ratio. There are good and sufficient reasons for this growth and these can be found in an examination of the local conditions.

Mansfield, La., is 591 miles south of Kansas City, Mo., thirty-one miles south of Shreveport, La., 175 miles north of Beaumont, Texas, and 195 miles north of Port Arthur, Texas. The altitude above sea level is 391 feet. Immediately surrounding the town is a fairly fertile upland soil good for the cultivation of corn, cotton, forage, fruits and commercial truck. Eastwardly are miles of rich Red River bottom lands, capable of producing from one to two bales of cotton to the acre, and westward are similar lands along the Sabine River. The cultivated area has been greatly increased in the past several years resulting in a large increase of business in commercial lines and incidentally also in the local industries depending on agricultural raw material. There are from thirty to forty mercantile houses with stocks valued at about \$250,000, and two banks with capital and surplus of \$230,000 in the town.

In the immediate vicinity of Mansfield is the great sawmill of the Frost-Johnson Lumber Company and near by the sawmill of the Mansfield Hardwood Co., also a large plant. These two employ several hundred persons. The Sears-Roeback Company's planing mill and that of the Logan Lumber Co. are also located here and do an immense business. These planing mills buy the rough lumber and finish it as demand-

ed by the trade. None of the four great lumber concerns doing business here have any timber in the vicinity. All the logs used are shipped in by rail coming from all directions, the greater quantities coming from Sabine Parish or the Southern edge of De Soto Parish. The hardwoods come from the Sabine River bottoms, reached by a railroad built in that direction. There are no large pine timber areas near Mansfield, but small holdings are numerous and from these much of the saw timber is supplied.

The cotton crop of Mansfield this year amounts in value to about \$500,000. Up to November 1st, 5200 bales had been sold to the local merchants. The cotton seed oil mill of Mansfield, buys cotton seed, when ever obtainable and has a large payroll. The Mansfield Iron Foundry is one of the few foundries in the south which makes steel castings and fills orders from three states. It employs a high class of laborers, who make the very best of citizens and is one of the best institutions a town can have. The DeSoto Brick Company ships its goods everywhere and brings much money to the town. The Mansfield Clay Products Company, a new enterprise, will soon be in operation, its output to consist of bricks, tile, sewer-pipe, pottery and other clay products. It will have a large number of employees. The ice factory, steam laundry, commercial bakery do a large out-of-town business in addition to supplying the home demand.

Among the smaller industries are two weekly papers, two cotton gins, two grist mills, two bakeries, wagon repair shops, a garage and the Louisiana Nursery Company. The interests of the farmers, fruit and truck growers are looked after by the Farmers' Union and the Mansfield Truck Growers' Association.

Near Mansfield there are five large gas wells and several others in process of drilling. Gas is very abundant and is piped into town in sufficient quantities to supply fuel and light. Oil indications are numerous in the vicinity and borings are being made to develop oil in commercial quantity. Surrounding Mansfield are immense beds of lignite, which in the course of a few years will doubtless be used as fuel. The Cotton production in the vicinity of Mansfield is from 15,000 to 20,000 bales, nearly all of

which is shipped away. In course of time cotton products, other than cotton seed oil and fertilizer, will be manufactured here and this with other industries will make necessary the mining of lignite. Iron ore is abundant in the eastern part of DeSoto Parish, and sands for making glass and shales, and clays for making brick, pottery and other clay products, are found in unlimited quantity.

The railway facilities consist of the Kansas City Southern Railway reaching northward to Shreveport, Texarkana, Fort Smith, Joplin and Kansas City and southward to Beaumont, Lake Charles and Port Arthur; the Texas and Pacific railway furnishing an outlet to the Pacific and to New Orleans and the Mansfield Railway and Tap Company, which extends from Mansfield to the Sabine River and connects with the other railway lines, lumber trams and mills.

A new court house, costing \$100,000 has been recently completed, also a new Methodist church \$20,000; new Baptist church \$25,000; and a high school building costing \$50,000. The Mansfield Female College, established fifty years ago, a famous educational institution, has been entirely remodeled at a cost of \$30,000. The educational facilities of Mansfield are excellent and up-

to-date in all appointments. The town has an opera house and a large number of attractive dwellings.

De Soto Parish has been settled some seventy-five or eighty years. The area of the parish is 561,727 acres of which 131,300 were in cultivation in 1911. 419,300 acres were timberland and 11,127 were in pasture. Of the cultivated area 80,000 acres were planted in cotton, 300 in cane, 50,000 in corn. The production was 16,000 bales of cotton, 600 barrels of cane syrup, 350,000 bushels of corn, 40,000 bushels of peanuts and 20,000 bushels of sweet potatoes. There were in the parish one cotton seed oil mill, value \$150,000, 26 cotton gins, 17 sawmills, value \$250,000; horses and mules, 7,159; cattle 17,901; hogs 13,268; sheep 1,122; goats 522. The annual tax assessment amounted to \$4,618,310. The population at the last census was 27,689.

There is much good tillable land in and near Mansfield and other railway stations which can be had at moderate prices and there are also good openings for business or manufactures in various lines, about which the Chamber of Commerce of Mansfield, La., would be pleased to furnish further information.

Odds and Ends

A Cowboy's Dilemma.

She's fat and more than forty
Though I can't say she is fair;
But she has ten thousand baa-baas
With nobody else to share;
She lives in a sheep wagon,
And her children number three—
But she has ten thousand woolies,
And she wants to marry me.

There's a nester's gal that's purty—
A reg'lar turtle dove;
She's got me roped and branded
And I know that I'm in love;
But the woman in the wagon,
With her bands of bawlin' sheep
Has got me steppin' sideways
Till I jest can't eat or sleep.

I toss a coin between 'em,
But it never does no good;

I allus toss another—

Of course no hero would,
But I ain't any hero.

And I'm bothered jest a heap;
Shall I wed the nester's daughter
Or the range queen with her sheep?

Reassuring Baby.

(From Everybody's.)

During a recent financial stringency a small New England bank was issuing clearing house certificates. One of its customers, an old German, could not understand the procedure and was not at all satisfied with it. After repeated explanations and assurances that his money was safe his face showed a degree of intelligence and he said he understood.

"It is like dis," he said. "Ven mein baby wakes up in der night und cries fer milk I shust gif him a milk ticket."

Industrial Notes

Ashdown, Ark.—The Methodist congregation will erect a new church building to cost \$10,000. County court has let a contract for building a bridge across Miller's Ferry Slough, cost \$686. County court has voted to contract for a new concrete jail to cost approximately \$10,000.

Beaumont, Tex.—The construction of the Gates Handle Factory has been completed. The factory occupies 36,000 feet floor space and has a daily capacity of 300 to 600 dozen handles. The building permits for October amounted to \$31,000. Under construction first week in November, building on Fair Grounds, \$50,000. The Magnolia Petroleum Company has purchased 12 acres of land fronting on Neches River for \$6,000. It is reported that this company will build a wharf here when the Sabine-Neches Canal has been deepened. The Continental Lumber Company of Houston, Tex., has been consolidated with the Beaumont Lumber Company of Beaumont, Tex., and will be known hereafter as the Continental Lumber Company of Houston, Tex. The new company will be selling agent for ten saw-mills, having a monthly capacity of 18,000,000 feet. Building permits granted by the city: January, 1912, \$21,503; February, \$39,485; March, \$85,393; April, \$12,309; May, \$32,484; June, \$30,517; July, \$16,270; August, \$10,950; September, \$31,009. Incorporated; Unionist Company (publishing), \$3,000. The city has purchased 65 acres of land for park purposes, cost \$6,500. The Avery Implement & Machinery Co. will open sales warehouse here with a stock valued at \$50,000 to \$60,000. T. S. Reed and others have opened a pickle salting station here and are contracting for cucumbers. Under construction, the new Langham store building. The U. S. engineers' and drainage report and map have been completed, cost \$13,000. The four banks of Beaumont on November 26, 1912, had an aggregate capital and surplus of \$1,571,217.32, and deposits amounting to \$6,806,777.69.

DeQueen, La.—City contract for sewer improvements, \$3,200. The Gulf Cooperage Company will build a stave mill here, which will employ forty men. Two diamond washing plants, each costing \$20,000, have been built on Prairie Creek, near Murfreesborough in Pike County. Mr. Wiley Pafford will build a stavemill $4\frac{1}{2}$ miles northeast of DeQueen. Mr. W. W. Winters is moving

his hardwood mill to Broken Bow, Okla. The mill will employ fifty men.

DeQuincy, La.—A large brick store building under construction.

DeRidder, La.—Plans prepared for twelve new business building. Five two-story brick business buildings and several dwellings under construction.

Fort Smith, Ark.—Arrangements have been made for the establishment of an iron foundry in which about sixty people will be employed. Incorporated: W. A. Matthews Company, staves, spokes and lumber, \$40,000. City street car system has been extended to the Fair Grounds, cost \$25,000. The new viaduct of the Fort Smith Light & Traction Company over the St. L., I. M. & S. tracks at Van Buren, has been completed at a cost of \$22,500. Street car service between Fort Smith and Van Buren is now in operation. City improvements, January to October, 1912: Sewers, paving, waterworks, \$295,186; street contracts, \$100,000; street grading, gutters, etc., \$25,000; gutters and curbs, private work, \$100,000; telephone and electric improvements, \$100,000. The Champion Broom Company has tripled its capacity. Reorganized, The Arkansas Refining Company (oil). According to a recent state report 282 new school buildings were erected in Arkansas at a cost of \$1,014,000 during the year ending June 30, 1912. Twenty-nine of these were brick buildings, the remainder frame, average cost \$3,596. The total value of the school buildings in the state is \$7,716,200, and the equipment \$2,415,628; total value, \$10,131,828. Municipal contract let in District No. 8 for street paving, \$6,000. The Arkansas-Oklahoma Fair Association has voted a bond issue of \$35,000 for the improvement of the Fair Grounds. Plans for the construction of a new bridge across the Arkansas River at Van Buren for the St. L. & S. F. Ry. have been completed, same to cost \$1,000,000, and construction to begin in January, 1913. Incorporated: Kiamichi Gold Mining & Leasing Co. The annex and auditorium to the High School recently destroyed by fire, is to be rebuilt at a cost of \$65,000.

Gravette, Ark.—Contract has been let for a municipal water plant. W. P. Little has equipped and placed in operation a corn-chop and gristmill. Mr. R. M. Keith has purchased the mercantile stock of J. E. Hathaway and will continue the business.

Hatfield, Ark.—Incorporated: The town

of Hatfield. Completed new public school building, cost \$8,000.

Gillham, Ark.—A new gristmill in course of construction.

Heavener, Okla.—New cotton gin. Franchise granted to the Heavener Light and Power Company.

Hume, Mo.—Three new brick business buildings in course of construction.

Joplin, Mo.—Incorporated: Sheridan-Adams Company, \$50,000; Filippino Mines Company, \$2,000; Imperial Mining Company, \$25,000; Menter Company, dry goods; Red Cloud Mining Company, \$50,000; Betsy Jane Mining Company, \$16,000; Gray Top Mining Company, \$75,000; Swan Machinery Company, \$75,000; Jeddiah Mining Company, \$60,000; Reo Mining Company, \$32,000; Otis Mining Company, \$20,000; Hawks Doughdrill Furniture Company; Galena Zinc Mining Company, \$3,000; Minor Heir Vantage Mining Company, \$2,000; Minor Heir Producing Company, \$20,000; Leon Mining Company, \$22,000; Hardy Mines Company, \$10,000; Joplin Investment & Realty Company, \$30,000; Jordan Agency Company, \$5,000; J. F. Martin Transfer Company, \$5,000; Duenweg Zinc & Lead Company, \$3,000. New concentrating mills constructed: Miami Royalty Company, two mills; Hoo-Hoo Mining Company, 150-ton mill; Jack Sampson, sludge mill; Coahuila Mining Company, sludge mill; Perego & McCullagh, concentrating mill; Harry Neff Mine, 100-ton mill; Balsley & Gibbs, Imperial Mining Company, two mills, 100 tons each; Mohawk Mining Company, 100 tons; Roaring Springs Mining Company, tailing mill; Chicago-Lehigh Mining Company, 100 tons; Yellow Pup Mining Company, 250 tons; John L. Mining Company, mill improvements, \$5,000; Chapman & Lennan, 300 tons; Clark Coyne & Hatter Company, 250 tons; A. M. Gaines, 150-ton mill; General Company, 300-ton mill; Porto Rico Mining Company, 300-ton mill; W. R. Tailing Company, electric hoist; Sunny Brook Mining Company, mill remodeled, \$5,000; Winslow Mining Company, new machinery, \$750; Jeddiah Mining Company, new machinery; A. M. Gaines, 150 tons; Oak Hill Mine, 100 tons; Richland Mine, 200-ton mill; Bud M. Robinson, 100-ton mill; James Brown, 500-ton mill; Mercantile Metal & Milling Company, 200-ton mill, cost \$15,000; John Maret, 100 tons; Bushner Bros., 100-ton mill; Imperial Mining Company, 150-ton mill; St. Patrick Mine, 100 tons; Lagonda Mine, 100 tons; Capitalistic Mining Company, 100 tons; Martha Ball Mining Company, 200 tons; Federated Mining

& Milling Company, 300 tons; Minor Heir Vantage Company, 100 tons; Athletic Mining Company, two 100-ton mills; Valentine Mining Company, 100 tons; Carthage Metal & Milling Company, 200-ton mill; Vinegar Hill Mining Company, 100 tons; Barry Mine, 100 tons; Kalitan Mining Company; New Dividend Mining Company, new machinery; General Lead & Zinc Company, 100 tons; O. W. Durham, two tailing mills; Coahuila Mine, Wilson Mine, sludge mill each; Hodson & Wakefield, 100 tons; Duenweg Zinc Company, 100 tons; J. W. Ground et al. Mill; Lynas Mining Company, 100 tons; Enoch & Co., 100-ton mill; M. R. Lively and associates, 100 tons; Penn. Zinc Company, tailing mill; Little Bob Mine, electric mill; Owl Mining Company, 100 tons; Woodcock Mine, new tram line; Reo Mining Company, 125-ton mill; Ryan Bros. & Co., sludge mill; Otis Mining Company, 100-ton mill; Chapman & Lennan, 100-ton mill; Mabon & Church, 100 tons; Abigail Mining Co., 200 tons; W. A. Stealey and associates, 150-ton mill; Helen G. Mine, 100-ton mill; Pearce Bros. & Burrell, 200-ton mill; Harvey Lord and associates, 250-ton mill; Perego, McCullough & McGraw Mine, 100 tons; Emma A. Mine, 125-ton mill; Oronogo Circle Mining Company, tram line; Mallet Bros., two new mills, 400 tons each; Wildwood Mine, 100 tons; county contract let for a bridge across Spring River, cost \$10,440. A special election is to be held to vote on a bond issue to pay for a viaduct on Broadway to cost \$110,000. Joplin Coca Cola Works have erected a new building, 50x110 feet. The Joplin Ice & Cold Storage Company will enlarge its plant and double its ice manufacturing capacity to 75 tons and its storage capacity to 5,000 tons; cost \$100,000. The postage stamp sales for October, 1912, amounted to \$3,060.45. The Joplin and Pittsburg Electric Railway will extend its tracks to Union Depot and Cunningham Park. The Independent Gravel Company is building a brick and tile plant at Webb City, Mo. Hays Dry Goods Company, a new concern. The Tonnie's Transfer Company is constructing a storage warehouse, 40x110 feet. The Newman Mercantile Company has purchased the Wood-Hannon & Co. building, damaged by fire, and will rebuild same at a cost of \$100,000. The Lockport Mine, idle for two years, has resumed operations. The Empire District Electric Company's power dam, on White River near Branson, is nearing completion, cost, \$2,000,000. The Joplin electric sub-station will cost \$250,000. A special election is soon to be called to vote on a bond issue of \$200,000 for creating

parks and boulevards. The ore production for the week ending Nov. 18th amounted to 19,610,850 pounds, valued at \$502,470, making a total of 325 carloads. The value of lead and zinc ore shipped in 46 weeks of this year is \$15,046,690. At the same ratio the complete year's output will be \$17,000,000. The Joplin Grocery Company has completed a new store building, costing \$50,000. The Carthage Metal & Milling Company has purchased the Lucky Ben Mine and 120 acres of mineral land for \$15,000. The Mercantile Metal & Milling Company has purchased 140 acres of mineral land for \$15,000. J. M. Short has purchased 240 acres of mineral lands for \$30,000. The Weaver Milling Company has purchased 420 acres of mineral land for \$20,000. Under construction in Joplin December, 1912: Street improvements, \$152,066.91; St. L. & S. F. Ry., 8-story passenger station, \$500,000, freight depot, \$50,000; electric theater, \$150,000; sub-station of Empire District Electric Company, \$500,000; First National Bank building, Landreth Machinery Company building, Newman building; total, \$1,500,000. New carriage works under construction. South Joplin Theater completed, seats 1000 people.

Kansas City, Mo.—The value of goods manufactured in Kansas City in 1911 was \$63,132,698, a gain of \$2,930,969 over the production of 1910. There were in operation during the year 970 establishments, with 23,094 employes, drawing in salaries and wages, \$14,236,224.

Lake Charles, La.—Incorporated. Anacoco Lumber Company, \$100,000; Carbon Purifier Manufacturing Company, \$6,000; Bayou Blue Lumber Company, \$25,000; Lacasine Lumber Company, \$10,000; The Martin Company, mercantile, \$100,000; Louisiana Traction & Power Company \$250,000; Calcasieu State Bank of Oberlin, \$15,000; Calcasieu Trust & Savings Bank of Sulphur, La.; Smith Farm Land & Development Company, \$50,000; The Star Company (oil), \$10,000; Gum Cove Oil Company, \$25,000; Lake Charles Veneer Company, \$10,000; Lake Charles Petroleum Company, \$25,000; Lake Charles Trust & Savings Bank, \$200,000; The Union Sulphur Company has received the new 5,000-ton ship, "Frieda," built at Quincy, Mass. The Clooney Shipyard at Rockport has completed for the American Dredging Company a dredge boat 160 feet long and 41 feet wide, cost \$150,000. The Lake City Hotel is being remodeled at a cost of \$10,000. Under construction: The Miller building, cost, \$45,000. City building permits granted

in October, \$70,000. Dredging began on Rose Marsh Drainage Canal, 11 miles of canal and ditches. Under construction, October: J. W. Hawes, residence, \$4800; J. W. Spivey, laundry, \$2000; E. Desimone, store, \$3000; L. Dugan, residence, \$2800; R. Brown, residence, \$3500; total buildings, \$71,315.50. New Catholic church to be built, \$75,000; new Convent and Academy, \$30,000; U. S. Government appropriation for postoffice, \$65,000; Organized Southwest Calcasieu Drainage District, 18,000 acres marsh land to be drained. Calcasieu Mercantile Company, large warehouse under construction. Burgin Bros., of Crowley, La., have purchased from the Southwestern Rice & Canal Company, 5500 acres of land, warehouses, pumps, rice canals, near Lacasine, for \$150,000. A new drainage district comprising 16,000 acres has been formed near Grand Chenier in Cameron parish. A tax of \$50,000 was voted for canal construction during the month of December, 1912. The U. S. Engineering Board has recommended the following appropriation to Congress in behalf of the Inter-Costal Canal: Mermentau River to Sabine River, \$100,000; Red River improvement, \$117,000; Sabine-Neches Canal, \$290,000; Sabine to Port Arthur, \$600,000; Inland Waterway, Texas Coast, \$50,000.

Mansfield, La.—Dr. S. L. Wharton has installed a small hardwood sawmill for the manufacture of shuttles. The Gulf Refining Company has bought in a large oil well yielding a very superior grade of oil. Consolidated: The DeSoto Bottling Company and the Horse Shoe Bottling Company, to be hereafter known as the DeSoto Bottling Company.

Leesville, La.—Reorganized: First State Bank, \$50,000. City contract let for construction of sidewalks.

Lemonville, La.—The Southern Lumber Company has purchased the holdings of the Duhig Lumber Company, including sawmill, planing mill, tram road, steam loaders and timber lands, for \$30,000.

Mena, Ark.—The Marshall Lumber Company of Muskogee, Okla., has established a lumber yard here. The Scoggin Lumber Company has started a new planing mill with a monthly pay roll of \$1200 to \$1500.

Mulberry, Mo.—Ground is being broken for two 3-story brick buildings. A large number of dwellings were built here during the summer.

Orange, Texas.—Construction begun on an 88-mile rock road contract. The work will be done on the Orange and Beaumont

road, the Mauriceville road and the Newton County road.

Neosho, Mo.—Mr. J. H. Centers has purchased the Matson grocery stock and will continue the business. The Newton County, Mo., tax assessments for 1912 amount to \$3,044,716.28. Of this assessment \$504,985 was charged against livestock, \$275,380 against merchandise, \$854,235 against personal property, \$1,651,566.28 against railroads and \$4,758,550 against real estate. According to the "Red Book" issued by the Missouri State Labor Commissioner, the value of products manufactured in Newton County, Mo., in 1911 was \$3,362,930. Ninety-nine firms with \$1,184,228 invested, were in operation, employing 400 people.

Pittsburg, Kans.—The Sheridan Coal Company will sink three new coal shafts at Mulberry, Mo. Fifteen extra large steam shovels are now being used to strip 30 feet of earth lying on coal veins in this vicinity. Five additional steam shovels have been ordered. The coal output of Kansas for 1911 amounted to 6,350,396 tons, being 1,215,005 tons more than were mined in the preceding year; 11,264 men were employed in the mines during the year. The municipal waterworks yielded a profit of \$25,803.07 for 1912. The gross income was \$62,223.58; expense, \$36,420.51. The city has purchased 15 acres of wood land to add to Lincoln Park; cost, \$1200. The Cherokee & Pittsburg Coal Company will open a new coal mine 1½ miles west of Chicopee, \$7000. In process of organization; Pittsburg Pottery Company, \$15,000. The local bank statements of November 27, 1912, give the amount of deposits at \$3,131,000. For 1911 they were \$2,706,000, showing an increase of \$425,000. It is estimated by the secretary of the Chamber of Commerce that 100 new houses have been built in the last six months and that the increase in population in the last two years was 6000, the present population being 20,000. The J. R. Crowe Coal Mining Company has purchased 160 acres of coal land for \$18,000.

Port Arthur, Tex.—City contract let for 43,800 feet of 27-inch wooden pipe to carry artesian water from Port Neches to Port Arthur; cost, \$54,750. The Stone & Webster Syndicate of Boston, Mass., has purchased the electric plant of the Port Arthur Electric Light & Power Company. It is reported that this syndicate has also acquired the Beaumont electric light and power plant. It is reported that the Sun Petroleum Company contemplates building an oil pumping plant on Taylor's Bayou.

During September, 1912, thirty-five vessels entered and thirty-one vessels cleared from Port Arthur, with a tonnage of 72,330 tons. The wheat shipments were valued at \$194,000, and the lumber shipments at \$130,825, all to foreign ports. The city has let contract for two fire department stations; cost, \$3,250. The Jefferson County tax assessment for 1912 amounted to \$45,681,692, against \$44,564,008 in 1911. Mr. A. M. Rutan, as agent, is erecting a new business building to cost \$18,000. Mr. F. R. H. Schulz has let contract for a 2-story brick business building to cost \$7000. The Christian Church congregation will contract for a church building to cost \$15,000. The Texas Company has under construction a concrete warehouse. The U. S. postoffice building has been completed and opened to the public. In process of organization: Home Trust Company of Port Arthur, \$50,000. Port Arthur Board of Trade is promoting construction of a syrup factory. The city has acquired title to the waterworks plant and the sewer system at an outlay of \$300,000. Improvements to the value of \$160,000 are now being made. September, 1912, oil shipments: Exported coastwise, 915,000 barrels; exported foreign, 260,000 barrels; imported, 310,000 barrels. Under construction: An office building, \$48,000. The Port Arthur Ice & Refrigerator Company will enlarge plant; cost, \$25,000. Incorporated: Port Arthur Light & Power Company, \$600,000. The grain movement for the year 1912 up to November 18th, has been 612,000 bushels. The deepening of the ship canal is now going on at the rate of a mile a month. The gross postal business for the year 1912 was \$16,257.96. Mr. R. C. Harris, assessor, states that the improvements in the city from June 1st to October 1st, 1912, amount to \$250,000. The property assessment for 1911 was \$4,715,008; for 1912 it was \$5,084,039. A company with \$100,000 capital is being organized to build a sawmill on the ship canal bank to work up tropical timbers brought as ballast. Mr. J. A. Young has leased the ice plant formerly owned by the Port Arthur Water Company and sold by them to the Stone-Webster Syndicate. Drainage District No. 3 of Jefferson County, Tex., covering 16,000 acres near Hampshire, is now being improved by dredging the upper reaches of Taylor's Bayou, straightening and shortening the channel. In all there will be 45 miles of ditches, large and small. This district is bonded for \$100,000 to pay for these improvements. The Holland-Texas Hypotheek Bank, capital \$600,000, has taken over the business of the Port Arthur Townsite Company. City build-

ing permits granted from January to November, 1912, inclusive, \$393,033. Building permits for week ending November 24th, 1912; thirteen cottages, eleven store buildings, \$55,435. James Summerhill of New Orleans will establish a 20-ton ice and cold storage plant here.

Poteau Okla.—The Witteville coal mines, which have been idle several years, have resumed operations. Mr. Baker has built a garage and a livery barn. U. S. timber land sales: E. W. Dodd of Hugo, Okla., \$290,034 for hardwood timber; W. M. Waterman and J. B. Wilson, Dallas, Tex., \$287,000 for pine timber; total \$316,034.37, for 11,000 acres of timber.

Shreveport, La.—The Purified Petroleum Products Company brought in September 4th, a gas well with 10,000,000 cubic feet daily capacity. The Brooks No. 1 gas well, brought in near Lewis, La., has a daily capacity of 45,000,000 cubic feet and a rock pressure of 800 pounds per square inch. The Louisiana State Fair secured a second gas well on its grounds October 6, 1912. Among the improvements in the State Fair Grounds is a coliseum built at a cost of \$30,000. Incorporated: Louisiana Candy Company, \$6400. Grand Athletic Club, Texas-Louisiana Traction Company, to operate electric railways between Shreveport, La., and Longview, Marshall and Jefferson, Texas, \$11,000,000; Cudahy Refining Company, \$5000; Alamo Oil Company, \$40,000. Incorporated: In Chicago, Ill., Shreveport Natural Gas Company, \$100,000. The Gulf Refining Company has leased 800 acres of oil land from the State at Lake Bisteneau, consideration, \$2400 cash and one-eighth royalty. The Hebrew Zion congregation will erect a new temple to cost \$10,600. Bids requested for constructing a wagon bridge across Red River, estimated to cost \$170,000. City building contracts granted for August, 1912, amount to \$426,000, including Youree Hotel, \$250,000, and Methodist church, \$80,000. The permits for September numbered 155, consisting of store buildings, \$7540; residences, \$62,775; additions and repairs, \$7983; warehouses, \$4075; stables and garages, \$2810; churches, \$1225; miscellaneous, \$18,250. The Cedar Grove Construction Company has built a number of cot-

tages costing \$57,000. The two glass factories, which have been idle for several months, have resumed operations. The production of the Caddo Oil Field for 1911 was 6,995,828 barrels. The Shreveport Traction Company has voted a bond issue of \$1,000,000, to be used for building extensions. Building permits, May, 1912, 151; store buildings and repairs, \$9,398; dwellings and repairs, \$64,401; warehouses, \$3931; stables and garages, \$1730; Grand Stand at Fair Grounds, \$30,000; new engine houses, three, \$13,693; total, \$123,853. The tax assessment for Caddo Parish for 1912 is \$25,044,498; for 1911, \$23,097,000; showing an increase of \$1,947,478. According to a house count made by the Cumberland Telephone Company, the population of Shreveport in August, 1912, was 33,805. Mr. Henry Carleton and Dr. John P. Scott have purchased the Foster McMillan plantation for \$100,000. Incorporated: Oil Field Natural Gas Company, \$100,000; Caddo Lubricant Company, \$10,000; Shreveport Arms & Cycle Company, \$25,000; McKenzie & Black, Ltd., \$10,000. Shreveport Traction Company has purchased a new 1000-Kilowatt generator and other equipment at a cost of \$40,000. The Waters-Pierce Company is building a new oil warehouse of brick and concrete at a cost of \$50,000. W. K. Henderson, Jr., has let contract for a garage to cost \$25,000. October building permits, \$153,613, including \$88,186 for Red River bridge. November permits, cost, \$87,145; nearly all dwellings. The deposits in the four local banks November 26th, 1912, amounted to \$12,621,476.19. City improvements, 1912: Streets, \$40,239.47; fire department, \$40,333.33. According to U. S. census report, December 12, 1912, the cotton crop for the United States in 1912 is 13,820,000 bales of 500 pounds each, valued at \$859,840,000. The total cotton production of Arkansas was 854,000 bales, valued at \$51,060,000; the crop of Oklahoma was 1,039,000 bales, valued at \$55,070,000; the Louisiana crop, 435,000 bales, valued at \$230,010,000. The tax assessments of 1912 for the parishes along the Kansas City Southern Railway are as follows: Bossier, \$3,342,315; Caddo, \$25,552,685; DeSoto, \$4,733,788; Cameron, \$1,496,000; Sabine, \$4,100,273; Vernon, \$10,327,284; Calcasieu parish, \$38,242,220.

K. C. S. RAILWAY Employee's Supplement

F. E. ROESLER, Editor

THE BIG SALARIED MAN.

What He Must Be and Do to Earn \$25,000 a Year.

Ask the president of any bank or trust company in New York to name the three biggest men in big business today, and the answer will be: J. Pierpont Morgan, Judge E. H. Gary and Theodore N. Vail, says Henry N. Hall in the New York World.

Mr. Vail started in life as a \$40 a month clerk on a railway siding and is now the head of the Bell Telephone and Western Union Telegraph systems. He is to the world of electricity what Mr. Morgan is to the world of finance.

He is big every way you look at him—big in body, big in brain, big in heart. His towering frame and massive head tell of great physical and mental vigor and it is impossible to talk to the man for an hour without being impressed by his warmth of feeling and wonderful knowledge of human nature.

He was telling me about the men who earn salaries of \$25,000 a year and I asked him where they came from.

"Right from the ranks," he said. "I don't know if you realize that of all of the big men in New York today there is only one—and that is Mr. Morgan—who didn't start in the ranks. Take the young men who are running the big financial institutions of the country—nearly every one of them started in the messenger office. It is the same in our big industries. The presidents of most of our railroads have walked the tracks and in our own business there is not a single man in any big executive position who has not come up through all the various grades. Many of them have climbed poles or worked at the key or on the switch-board. I believe I would find the same condition in any business. If I went into a big newspaper office I should expect to find that the executives who didn't start in as cub reporters started in as office boys or printers' devils."

"What are the qualifications for a \$25,000 a year man? What do you demand of him, Mr. Vail?" I asked.

There was a note pad lying handy on the big mahogany desk. Mr. Vail toyed with a pencil for a moment and then began drawing geometrical figures, triangles and circles and squares, all linked up together. As he drew he said:

"The man who earns from \$10,000 to \$25,000 a year must, first of all, know his business from the ground up.

"He must be absolutely efficient; that is, he must have ability, judgment, courage, enthusiasm, self-confidence, energy, initiative, foresight, experience, a great knowledge of human nature, and personality enough to be a real leader of men.

"He must take infinite pains in small things as well as in large. He must demand of himself as well as of others nothing but the best.

"He must win and retain the confidence and the friendship of his superiors, his associates and his sub-ordinates.

"He must always be ready to take responsibility, to decide quickly and he must be right more than half the time.

"With all that he must have backbone and a real desire not only to excel, but also to serve.

"Of course a man has got to earn a big salary before we can pay it, but we are only too anxious to pay it to men who can earn it."

"Do you get many college men in the \$25,000 class?"

"Well, they don't come right out of the universities and take up executive jobs, but every year we take in a certain number of college men, and they have to start in at bottom and work their way up gradually. A man has got to have it in him. Sometimes, of course, we make mistakes, but not often. There may be a man in the \$1,500 job doing remarkably good work and we promote him. We put him up and then we discover that he is only a \$1,500 man after all—that he doesn't grow with growing responsibility. In the same way there may be some good men who have never really had an opportunity; but, after all, real merit is rare and hard to hide. Higher salaries are being paid now than ever before."

Shops and Equipment

The Reclaiming Roller Is a Useful Machine.

The reclaiming rolls recently installed at the shops are saving the railroad company daily all the way from \$35 to \$45. This is after all expenses of labor, wear and tear on the machinery, fuel, etc., are paid. It is simply clear money for the company and the rolls will have more than paid for themselves before the half year has passed by. The junk buyer has no more show for junk at the Kansas City Southern yards. A year ago it was a harvest several times a year for him when he could visit the yards, drive a bargain and get a carload or more for all the way from \$10 to \$12 per ton and sell it for several dollars margin. Now he could not get an ounce of the old iron that daily accumulates at the shop yards. It is all used by the reclaiming rolls. Any kind of old scrap iron is not too old to be used and when it once passes through the rolls, it is the same as new iron. Old brake shoes, and old and twisted iron rods are reclaimed by the rolls and big bars of iron of any shape that have served their time, apparently, are easily disposed of by the rolls and made into new iron. When they leave the rolls they are either in bars or in pigs ready to be made up into any shape. The rods can be reduced into quarter inch, half inch or inch size for bolts and larger if necessary. A large oil furnace with burners of the Bugbee invention are used for heating the old iron until it can be used and if made into bars they are transferred to the bolt machines, where they are made up into bolts after being cut to the required length. The reclaiming machine is something new and novel, and what are called the reclaimers or sizers are of different sizes, all the way from one-eighth to an inch in size. Old iron is drawn through the groove in machine and straightened out and a man on the opposite side enters it into a smaller groove and back it goes to the other side and comes back to him through a still smaller sized groove and thus it travels back and forth until it has been drawn out to the size desired. The men work fast while engaged at it and although it is a very hot job for them, it does not seem to be injurious. During the heating of the iron is when the men on the reclaiming machine have a rest and that means several minutes—perhaps five or

ten. A monster pair of shears is used to cut and chop up the blocks of old iron such as brake shoes, broken iron beams, etc., so that they will fit the reclaimers. The machine has been rolling out on an average of 4½ tons per day. This is not the full capacity of the mill, but it is being worked every day at that rate. Later it will be worked at its full capacity, which will probably be double what it is doing now. With the machine there is no need for the waste of any old iron or scrap iron of any kind. It is a great saver for the railroad company, and since it has been figured out by the mechanical department it is likely that money could not buy it.

Make Own Bolts Now.

Since the reclaiming rolls have been installed at the shops the Southern is in the market as a buyer instead of a seller of junk and is buying up all it can get suitable for use. Old iron of any kind is picked up and hauled to the reclaiming rolls and made over into bolts, beams, etc. All of the old iron that can be found about the shops is being made use of and the old iron that can be secured from the junk dealers is also being used up and made into material for the building of cars, and repairing locomotives, etc. The Southern is buying no bolts of any kind since the reclaiming rolls were put in as enough can be made by working over the old iron to supply the demand. The rolls have not been in operation more than five or six weeks and the economy is shown when it is stated that there is a saving in a general way of over 100 per cent in material. This machine will be added to in the near future so the capacity will be about doubled.

SAVES THE ASBESTOS.

Foreman Sprague Invents a New Machine.

A new machine has been added to the shop's equipment, called the asbestos machine. It is the original idea of O. G. Sprague, foreman in the erecting department and will economize in the matter of handling the asbestos that comes from the jackets of the locomotives brought into the shop for heavy repairs. Between the boiler

and the outside jacket of all locomotives is found a lining of asbestos for safety purposes. This is sent to the shops in sections which are fitted around the boilers. When a locomotive is sent to the shops for repairs, where the jacket has to be removed the asbestos is removed in the same sections in which it is put on, but as a rule, it is considered worthless and is thrown away or sold to junk buyers, at practically no price at all. The machine, originated by Mr. Sprague threshes out the sections of asbestos by tearing them up into shreds, which are put into a mixture and rolled into sections and made as good as new and are again used on the locomotives. The machine is made much after the manner of a cylinder in a threshing machine or a clover huller, and attached is a carrier after the style of a straw carrier to a separator which carries the shredded asbestos away and stacks it ready for use. It is claimed that several hundred dollars a year can be saved, and after it was investigated by the management of the road, it was highly recommended.

The Shops, Pittsburg.

The Manual Training school at Pittsburg, Kans., has been equipped somewhat in the manner of a railroad shop, of course, on a smaller scale. It has a blacksmith shop, machine shop, electric apparatus shop, tin shop, pattern shop and a room for making mechanical and other drawings. The shop buildings are complete and some machinery has been installed. All the foremen of the Kansas City Southern Railway shops have been cordially invited to visit the school shops, with a view to benefit by their suggestions for improvements in the various lines.

Railroad shops are great institutions for the hatching of patentees and the Kansas City Southern shops form no exception. Most good mechanics have a patent office bee buzzing in the bonnets sometime in their lives and a railroad shop is not a bad place in which to incubate a new idea. If it comes to the worst the inventor will be out of pocket his patent office fees but in compensation he will have acquired some useful experience. The Smith Adjustable Hub Plate; the C. W. Bugbee Oil burner for locomotives and stationary boilers; J. W. Shaw's patent brick, a contrivance to prevent the slipping of bricks, are Pittsburg inventions. Several more or less important inventions are now being made ready for patenting.

The company's blacksmith shop has a glee club which sings every day at noon, and then some at the various lodge meetings. When in good trim they can shake the tiling off the roof, but, being considerate of company's property, the roof is still intact. The club has three tenors, three base voices and two baritones. During working hours the glee club practices the anvil chorus.

A. L. Dudd has just finished his time as a coppersmith apprentice and is now working in the round house as night coppersmith and pipe fitter. He was born in Pittsburg and started in as a boy. There are now twenty-one machinists and coppersmith apprentices in the shops, most of whom will graduate soon. There is at the Pittsburg shops what is called the Engineers Waiting Room, where engineers and apprentices are given instructions, and engineers are examined on their knowledge of machinery, etc. This building is equipped with black boards and charts of all kinds pertaining to transportation machinery and these are helpful in making clear the subjects under discussion. The instructors are the foremen of the different departments, the traveling engineer, traveling fireman and machinery foreman, etc. The candidates for promotion, as engineers, firemen, machinists, etc., are thoroughly examined by the chief of the branch they desire promotion in.

FRED MASON, Correspondent.

During the Christmas holidays the working force in the shops was materially reduced owing to the absence of many of the employes on holiday trips to friends and relatives in other localities. Those who remained in Pittsburg had a good time at home. As usual during the holidays there was a profusion of holly and mistletoe about the shops. As the road runs through a section having this holiday vegetation in abundance, it has been the custom for a number of years back to bring in an abundant supply for the use of the employes each Christmas and to distribute it without cost.

One of the interesting scenes to be witnessed at the Kansas City Southern shops, by those who know little about them, is at the main gate at the noon hour just after the whistle blows. The men are hurrying out to get their dinner and it is a good time to get some idea of the number of men and boys employed. They pour out at the gate like bees out of a hive and as soon as they reach the outside they scat-

ter after the same manner. This, the last week in the year, the force at the shops will reach about 500 employees and a couple of visitors at the shops marveled at the number who passed out through the gate.

"I did not know that so many men worked at the shops," exclaimed one of the visitors as he stood and watched the men pass out, "and I do not believe that half of the people in Pittsburg have the least thought that there are so many men employed at the shops. This is my first time out here since the shops were enlarged and I must say that I'm surprised." "There is only a small force working here now and for the balance of the week," stated Mr. Nichols, the gate keeper, "and of course you have not seen many of them yet and you cannot judge from the number that leave here at the noon hour."

Ordinarily the shop force will reach over 900 people but it figured that over 400 are laying off this week and will be off until after the first of the year. The visitors who were surprised at the number of employees that passed out yesterday at noon, were merchants and business men, who have been in business here for the past twenty years.

"I'll venture to say," one of them said, "that there are really very few people in Pittsburg outside of the shop zone who have the least idea of what an institution like the Southern shops mean to Pittsburg, and it is nearly time they were learning. I was ignorant, for one, about the number of men who were employed here, until I came out today, and if this is an off week, I want to see it when everybody is working."

The Southern Shreveport shops and roundhouse are given credit of being the cheapest managed of any on the line and while they are not looked upon as the main shops on the line, that place being occupied by the Pittsburg shops, they are called the cheapest. There are reasons for this condition, however. None of the engines on that division burn coal. They are all oil burners and on that account there are no cinder pit men, clam shell men, and none of the others who are employed to work about locomotives that burn coal. Those gangs alone cut down a great deal of the pay roll. There are no hostlers to be paid for day and night work, because the round house is so convenient that the engineers can run in and out of the round house before leaving their engines and not lose any time. If hostlers were used, they would not more than climb into the en-

gines before they would have to get down again. Engineers, after their engines are cut off from their trains, have their machines in the round house with a few turns of the wheels, and the trouble and extra time attached, is of so little consequence that no attention is paid to it. They do not even feel like charging the company hostler's pay for the work. There are many other conveniences to be enumerated in the running of the shops that are not to be had in the Pittsburg shops.

The railway shops at Shreveport are now so completely equipped with machinery and new appliances that repair work of all kinds can be profitably made there. These railway shops are now the finest in the state and a large number of locomotives and cars can be rebuilt there every month.

THE LIFE OF A LOCOMOTIVE.

Best Engines Southern Has Are the Oldest.

The durability of a locomotive on a railroad is watched with the same interest and close attention as other machinery in other lines are watched and the locomotive that gives the best satisfaction is complimented and commented upon by the mechanical department of the road. In turn the heads of the departments are complimented by the stockholders and the management of the road. The Kansas City Southern has one class of locomotives that come under the boastful statements of the mechanical department when the question of durability comes up. They are known as the 350 class, and are looked upon as the most hardy owned by the company. Thirty of them were purchased, some say fifteen years ago and some say over eighteen years ago. Be that as it may, it is claimed that they have held up better under the most severe service than any other engines ever owned by the company. Every one of the thirty is yet in the service and promises to remain for the life credited to a locomotive. It is claimed that they have been under repairs less than any of the other engines and when they call for repairs, they are of the very simplest kind.

On the other hand, out of eighteen of the 400 class that were purchased about three years after the 350 class, only four are now in use and the indications are that they are not good for very much longer. The rest of the eighteen are resting among the scrap engines. The 460 class that were purchased a dozen years ago as compounds but were afterwards converted into simple engines, have, proved to be good

ones since the change, but were failures as long as they were compounds. There were fifteen of them and all are in the service, but occasionally they ask for heavy repairs. The 140 and 170 class that were purchased in the early day for the passenger service, but were succeeded by the 600 class because they became too light for their work, were taken down on the third district where the country is more level and placed in the passenger service where they have redeemed themselves and in spite of their age, are doing a splendid service. Before they were moved it was feared that they would have to be discarded. They are of the same age as the 350 class. They are small, six wheelers and built to run, but among the heavy grades that existed in the first and second district at that time, they were unfit for the work. Down in the level country they travel along with five or six coaches at the rate of sixty miles per hour if necessary, as easily as they run 20 miles an hour.

"Engines are like any other machinery," stated a member of the mechanical department. "If they are built right in the first place they will live a long time, and if a bad piece of iron or steel gets into the make-up they will suffer for it. The best engines this company now has are those that have been tried and have the age on them but it remains to be seen if the newer ones will out do them in their natural life and durability."

Watch Freight Cars.

A freight car can move at the rate of sixty miles an hour, but it is equally adapted to remaining stationary on a siding for weeks at a time; 15,000 miles per year is a common record for a freight car to travel, and instances occur where cars make as high a mileage, however, is probably not over 10,000 miles a year, or about twenty-five miles a day. This is because the car stands idle about five days for every one day it is in motion.

The average life on a freight car, with ordinary wear and tear and occasional trips to the repair shop for the renewal of such parts as may have become defective, is in the neighborhood of eighteen or twenty years, but there is the possibility of the car being converted into a shapeless mass before it is a day old.

At the present time there are owned and controlled by the railroads of the United States 2,735,121 freight cars, which, according to the last report, carried 1,849,900,101 tons during the year ending June 30, 1911.

A freight car is a great money-earner so long as it is kept on the move, but from the time it stops rolling until its wheels revolve again it is not paying for the oil used upon it. It is, therefore, largely upon the managing and controlling of these thousands of freight cars that the interests of a railroad are dependent, and the earnings of a road will be directly proportionate to the manner in which the cars are kept on the move.

As these vast numbers of cars are owned by more than 500 companies, and as each company's cars are by no means restricted to their home road, it is something marvelous how they can be controlled and accounted for both individually and collectively. The methods, however, by which the freight cars' accounts are kept are so systematic and accurate that it is not difficult for any railroad to have at all times a statement showing the location of its entire equipment.

If it is desired to know the whereabouts of certain cars belonging to a particular road on some specified date, by calling on the car accountant of that road the information will be at once forthcoming. If need be the contents of the train and hour the car left the last station, the number of the engine drawing the train, the names of the train crew, and what car accompanied it on its journey.

Some roads are even able to tell the kind of weather the car passed through while in motion, as well as the hour of day it was loaded and unloaded. This array of figuring does not stop here, but at the end of every thirty days the mileage is computed and the number of miles each car travels is put down as a part of its history. So there is a complete record of the movements of the car in detail, from its daily location down to the cost of moving it over the respective divisions of the road in whatever service it should be required.

IT'S A BUSY TRACK.

Three Roads Use Stretch Between Pittsburg and Asbury.

It is estimated that the stretch of road between Pittsburg and Asbury, Mo., is the busiest piece of track, that it is as much used as any of the same length this side of Kansas City. This comes from the traffic arrangements the Southern people have with the Missouri Pacific and the Santa Fe roads. The arrangement with the Santa Fe is for the use of the line as far as Joplin where it connects with the M. & N. A. into Arkansas points as far southeast as Helena.

This company runs two trains over the line each day and at the busy time of day. The Missouri Pacific runs trains as far as Asbury where it connects with its own tracks into Carthage and the White River branch. Between here and Asbury, the Missouri Pacific runs as many trains as the Southern and some estimate that it runs more. Be that as it may, the train dispatcher's office and the train registers show that there is a train either south or north over the tracks every fifteen or twenty minutes a day from the early morning until after dark when they thin down to possibly one every hour or every 45 minutes. It is doubtful that there is another piece of single track this side of the Mississippi that accommodates as many trains as the Southern between Pittsburg and Asbury. The trains must all be handled on a stretch of track between eleven and twelve miles, with all of them running under orders from the train dispatchers' office in Pittsburg and according to the rules of the Southern road.

After a Missouri Pacific train gets onto the Southern tracks it is not under orders from its own road further than that it is reported when it reaches the Southern tracks and when it reaches its own tracks at Asbury, it is back under the orders of its own train dispatchers, trainmasters and superintendents and the rules of its own time card. When it leaves its own tracks, it at once becomes a Kansas City Southern train and is run as such. It travels under a different train number and a Kansas City Southern time card is used with its new train number if it is a regular train. It is practically lost from home as long as it is between Pittsburg and Asbury. As far as the Missouri Pacific is concerned it knows nothing about what it is doing further than the dispatcher knows that it is away from home and traveling over another road but he only knows this from the report made to him from the dispatcher in this city for the Southern. If one of the trains should be wrecked it is first reported to the offices of the Kansas City Southern at Pittsburg and he incidentally reports its to the Missouri Pacific dispatcher, either at Nevada or at Fort Scott. The wrecker train of the Southern goes to its rescue.

"There is no place in this country where a conductor of a freight train has more orders to handle than between here and Asbury," stated a Missouri Pacific conductor yesterday as he stood on the depot platform of the passenger depot. "Here I have a train to meet before I get out of

the yards, and then here is another that will meet me at Kniveton and another one at the blind spur or something like that further on 'down the road and here is one telling me to look out for another while approaching the yards in Asbury. So there you are."

The conductor gave his engineer a slow start sign and he hopped into his caboose and was soon out on top along with his brakemen watching for his first meeting point and his train got away as a long Southern freight train came puffing into the south end of the yards.

Personal.

Mr. Merl Rogers, chief draughtsman in the office of the mechanical engineer at Pittsburg, Kans., has resigned his position and will cultivate his farm of 200 acres, thirty miles east of Texarkana. This farm is located on Red river and is one of the best in that section. Mr. Rogers has been connected with the mechanical engineers office for the past nine years.

Mr. Lewis F. Freeman of Baltimore, will take the place vacated by Mr. Merl Rogers as chief draughtsman in the office of the mechanical engineer. He comes well recommended and has had a wide experience with engine and car work.

Mr. H. A. Moran has been appointed Traveling Freight Agent with headquarters at Houston, Tex., effective December 1, 1912. The office of soliciting freight agent has been abolished.

Mr. James W. Laidlaw died at the home of his daughter in Kansas City, Mo., December 11, 1912. Mr. Laidlaw came to Pittsburg, Kans., early in the history of the Kansas City Southern Railway and took a place as coach carpenter. He was one of the oldest men in point of service as well as in years with the company, having filled the various positions, at one time being foreman of the "mill room" at the shops here. He came to Pittsburg from the old "Splitlog" road in September, 1893, and had been in active service for the past fifteen years. He was highly esteemed by all who knew him. He was 75 years old and leaves a family of grown children. The Knights of Pythias of Kansas City attended the funeral.

Mr. George R. Schleyer, who was formerly chief train dispatcher of the Kansas City Southern Railway at Pittsburg, Kans., and later superintendent of the St. Louis & San Francisco Railway at Enid, Okla., has moved from that point to Fort

Worth, Tex., to assume his new position as vice-president and general manager of the St. Louis, San Francisco & Mexico Railway. Upon his departure from Enid he was given a farewell banquet which was attended by 250 employes of the St. Louis & San Francisco Railway, and 100 citizens of Enid.

Mr. J. M. Prickett, formerly secretary to Vice-President and General Manager J. E. Muhlfeld, and later secretary to General Superintendent E. H. Holden, resigned January 1, 1912, to accept service with the Baltimore & Ohio Railway. Mr. C. O. Lott has been appointed secretary to General Superintendent Holden.

Pennsylvania System Pushes Campaign for Public Safety.

The Pennsylvania Railroad, according to reports, will carry its safety campaign further by beginning the distribution of 50,000 copies of a book of "Don't's" for employes working on trains, tracks and in shops.

That there is a large foreign element now employed on the Pennsylvania is taken from the fact that the "Don't" book, or "Instructions for the Guidance of Employes," as the company calls it, is printed in Italian and Polish, in addition to English.

Some idea of the small details the Pennsylvania is watching can be seen from the contents of the "Don't" book:

"Don't step in front of or attempt to adjust couplers on moving cars, nor stand with back to cars coupled to engine."

"Don't stand between cars when coupling."

"Don't step on footboard on pilot or tender when engine is approaching you."

"Don't go under a train to make repairs or adjustments until full protection has been secured."

"Don't place coal on tenders in such a manner that it may fall off."

"Don't think because a wire is dangling it is harmless. If necessary to remove it, use two sticks or boards."

"Don't wear gloves or loose clothes when working with machinery or tools."

"Don't use tools in bad order."

"Don't touch the third rail with person or tools. If necessary to remove an object therefrom, use a dry wooden stick."

The Pennsylvania Railroad inaugurated its safety campaign a number of years ago, and only recently it received a medal for being the American employer to do most

in 1911 for the protection of its employes. A campaign against trespassing has been and is being prosecuted vigorously and millions of dollars are now being spent to add to the safety of passengers and employes. Street cars, safety appliances of all kinds and electric automatic block signals are only a few of the items of expense the company is incurring in the interest of safety for the public in general.

HINTS FOR NEW ENGINEER.

Here are a few points handed over to the "new engineer" which, if followed out, would result in his becoming what he has hoped for years, one of the best on the road. "When a fireman who has been working for four, five or six years, in the hope that some day he will be riding on the right side of an engine with the full control of the speed, it must be a glorious moment to him when he is promoted. He now has a responsibility that never rested on his shoulders before and the thought is exhilarating. When an engineer you may not have to use your hands and back so much but you must use your head. Today you are not a boy, you have arisen to the responsibility of a man. Your first duty is to your employer and there are a number of habits you must give up now. You must shoulder the duties of what every engineer has to do before he can be called a good man. "Be careful always, every minute you are at the throttle, and never get nervous. If you see a signal ahead that does not look right slack up and get your train in a shape to stop. Don't take it for granted that the man who placed the signal could not make a mistake. If you see lights ahead where they ought not to be, or the wrong color, get under control. Always keep a sharp lookout ahead for washouts and broken rails. Do not think that the train that has sidetracked for you is in the clear. If there is any doubt slow down to a stop. Better a minute lost. If you can't give the company your best efforts, give up your job. Don't try to put an engine out of commission because it does not run smoothly. Be gentle with her until you find out what is the matter. If you are sore at the bosses, don't take your spite out on the tools or the engines. They can't help what the bosses do. Be a man and either seek in a manly way to remedy your troubles or let some other man take your place."

The above were the hints to the "new engineer," a few days ago by a veteran engineer and a Southern master mechanic.

SOME HINTS FOR MEN.

Disregard For Them Gets Shop Employees Into Trouble.

The Kansas City Southern management occasionally sends out hints to its employees as to the most reasonable ways to work and not lay themselves liable to injury. The recent bundle of hints are for the benefit of the machine shop employees and the most of them are regarded as being valuable and worth while to follow. As a prelude the bundle starts out with the following:

"By far the greater proportion of accidents are caused by carelessness or momentary thoughtlessness. To avoid accidents it is necessary for the workman to concentrate his attention solely on his work. Try to cultivate a habit of always considering, before acting, what the result of a particular mode of operation will be. A man should always keep in mind what the result would be if "that timber should slip," or "if that rope should break," or a number of things that come up daily in the work of a machinist or a railroad shop man. The most important is to teach yourself to use your own eyes and brain as regards your safety. Many unnecessary things are done by men merely because they have formed a careless habit. When lifting cranes raise a heavy piece of iron or timber, or with a hoist or jack, or in any other way, some workmen subject themselves to unnecessary risk, by placing hands or feet, or some times the whole body, where injury is sure to result if one of the parts or bearings should slip or break.

In case where it is necessary for men to work under parts suspended, blocking should be used for protection. It is inadvisable to scuffle, fool or play practical jokes in the shop. Many serious injuries have been caused by this habit in some shops. Where there is not room between machines, one should not try to pass. To avoid danger go where there is sufficient space to pass. Operators of machines should as far as possible and practicable, wear closely fitting clothing, so that the risk of any revolving projection catching in any of the clothing of the operator and thus causing injury is reduced to a minimum. In particular don't wear jumpers with ragged sleeves.

Lathe operators are advised not to try to hold a drill and dog by the hand, between centers, when the drill is over one-fourth of an inch in diameter. Always use large centers on heavy jobs, and if using a pneu-

matic hoist when taking out a piece of work, held between the centers, run the center nearly out and carefully adjust the hoist, before pulling the center entirely out. If the work is in the chuck, then, by the aid of the tail center, push a block of wood up to the job to steady it before adjusting the hoist. Never put any other but a light chuck, face plate or special fixture on the lathe spindle with the belt or controller "full on." Among the hints is one to keep clear of a fast running lead screw, if it has a key-way running along its length. Be careful of heavy projecting arms of any piece of work, especially when polishing. Chuck wrenches should not be left in chucks when not in use. Do not forget that the thread tool and carriage will rapidly reach the tail stock after reversing. You may hurt yourself by trying to stop the damage you see it is making. In the lathe always file left handed near the dog or chuck. Never use a file without a handle. When filing always have the sleeve of the left arm rolled up far enough to avoid all danger of catching in the revolving parts. Do not start a chuck or spindle running; do it by hand and it is also better to start the chuck by hand when removing it from the spindle, rather than by power. Do not rest your hand idly on the compound rest; it may be squeezed between the rest and the chuck jaws. Heavy pieces of work or pieces of work revolving rapidly at high speed should be balanced carefully.

These are among the hints given for the benefit of operators on planers and shapers: "Place safety dogs at each end of the planer table to prevent its running off. When shifting a planer dog be sure you have plenty of time to do it; its better to ruin a valuable piece of work than to sustain lasting injuries. Do not reach under the cross tail when the machine is in motion. Keep your finger away from the rack feed if it happens to exist. When the stroke allows the work to project above the cross rail, be careful with the planer dog as well as yourself when the bed is in motion. Do not put the hand between the table and the lower frame work of the machine when in motion. On shapers, never take a chance on wiping a chip from the tool when the machine is in operation. Be sure that the shaper vise is clamped securely to the table to prevent it from being brushed onto the floor. Be sure that a vise capable of turning or swiveling is tightened before you begin to cut. Do not attempt to hold a piece, say 18 inches high, in a vise whose jaws have a depth

of two inches and then try to take a deep cut. Do not put a tool in place and take one away while the machine is running. Be sure the last man using the shaper tightened the head. You may injure yourself trying to prevent damages.

"There are a number of hints and suggestions to machinists and workmen in the different departments of railroad shops, many of which are violated every day, simply because the men do not have their minds on their work or are in the habit of being careless and thoughtless," remarked one of the foremen at the shops yesterday, "but those hints that have been issued from the mechanical department could be followed with advantage. Another line of hints will be issued in a week or two for the further thought of some of the men."

An engineer in the New York Independent: Even at its best, an engineer's job has its troubles. One who never tried it can't understand the wear and tear there is on a man's system when he's on an engine flying along at maybe seventy miles an hour, with two or three hundred passengers behind him, and he knows that any moment he and his engine and the passengers and train may land in King-dome Come.

What from? Why, from anything—something unforeseen—something no one could have thought of. Of course, there's inspection—good careful inspection. But accidents can happen in spite of that. Maybe a rock on the track, maybe a landslide, maybe a softened roadbed in the spring, maybe slipping rails, maybe something wrong with the signals that let you smash into another train, maybe a wagon at a crossing, maybe something wrong with engine or one of the cars.

Everything was inspected, and the locomotive and train were all right when you started, but who is to tell that something won't come loose while you are going? No matter how careful you are, such things will happen at times. Once, after running ten minutes, the forward spring hanger worked loose. It had been all right at inspection. I managed to stop without a bad break-up, but I've had accidents.

My left leg is no longer straight, and I'm a little lame. That comes from a smash-up in 1902, when I lay for an hour and forty-five minutes with both my legs crushed under the boiler, my back almost broken against seat, my head down in a ditch and the steam scalding me.

The boys thought I was done for then, and I thought I was done for, too, at first.

But, finding I didn't die at once, I kept my head and made a try for life. I managed to get a handkerchief out of my back pocket and stuff it in my mouth to keep me from inhaling the steam and cooking my lungs. The boys were so excited they couldn't do things right, and after a time, when I was able to take the handkerchief out of the way, I told them what to do, and they got the boiler lifted and me out. Things might have been much worse, for this was a construction train and no lives lost. Suppose it had been a passenger train?

I lay a year in the hospital before I was able to go back to work again. Yet I'm almost as good as ever.

A man, to be a good engineer, must be without fear, but without recklessness, too. He must avoid danger if he can, but if he has to face it he must be cool and steady and quick. He must not worry.

Americans are high-strung, and some might think that that puts them out of line for the engineer's job—makes them too nervous. But they're the best in the world. They're steadier and cooler and hold their nerve better when the real danger comes. Give me an American every time. Most of us engineers on the Central here are Americans. Some have foreign parents, but they were born in this country.

Wages are pretty good. They average from \$175 to \$200 a month, and the hours are so that a man can have a good deal of time with his family. Now and then he is sixteen hours on duty, but afterwards he lays off for thirty-six hours, maybe. And the sixteen-hour stretches don't come often. You can't make an eight-hour day in this business. It has been tried, and it can't be done. A man on this division has, say, the run to Albany, and then must wait for two or three hours before bringing his train back again. I don't think that a sixteen-hour stretch is dangerous. It is exhausting, of course, but men can stand it. If a man fell unconscious in his cab, the fireman would step in his place till he recovered or till they got another engineer. I never heard of such a case, though, and I never heard of an engineer going crazy while he was on duty. I guess that those things only happen in books.

On the passenger trains now they have two engineers, so that if one does fall down there's the other. Both get the same pay.

The engineer doesn't need to be a young man. One might think that a young man would be quicker. But the old experienced man does the right thing instantly without

thinkin' at all. He has grown to be a part of the engine. His mind runs the engine just as it runs his body.

An engineer must retire when he is 70 years old, and then he gets a pension. But I have known men of 70 years just as steady and keen as any of the young fellows; just as reliable, too. They quit because of the rule, not because they are not fit for the duty. I fired for a veteran like that one time—a fine man. He retired on a pension a while ago, but has plenty of life in him and I guess is enjoying the holidays.

RODE IN THE SMOKER.

A story is going the rounds of the Kansas City Southern Railway employes on one of the road's most popular conductors and one of its popular passenger brakemen. It says that their train was coming south one day and at one of the stations north of Pittsburg about 40 or 50 miles, a vision of purple tripped lightly the steps of the coach and entered the smoking car. Now, there is a rule among all railroads not to allow ladies in the smoking car and after the train had left the station, according to the time-honored custom on all railroads, the brakeman entered the car before the conductor took a spiteful slap at the heating apparatus and started to prepare the way generally for the ceremony of taking ti kets. The brakeman looked wisely at the ventilators for want of something else to do and took an officious glance at the passengers and almost fainted when his eyes rested on the young lady. He noticed well formed wreaths of smoke floating above her head. He started down along the aisle of the car until he reached her seat.

"This is the smoking car," said he politely.

"I'm aware of that," said she, "but I thank you for telling me."

"But you can't stay here."

"I'm smoking don't you see?" said the girl. The brakeman did see, and fled and told his conductor.

FELT TRUST WAS BETRAYED.

**Fact That His Old "Betsy" Had Hurt Him
Pained Engineer More Than Actual
Injury.**

"It's a curious fact," said the old railroad engineer to the patient waiters in the

village barber shop, "that a man, after he has run an engine a long time, comes to regard it almost as human, and to expect of it rational and even highly moral behavior.

"She's a little mite cranky now and then," you'll hear a man say tolerantly, 'and I have to coax her up a bit, but'—but here he always begins to swell with pride—"there's nothing mean about her. I can trust her!"

"That's true, every word," a listener burst out, eagerly, "and when he finds she's gone back on him, he doesn't know what to make of it. He's hurt and mortified clean through. There was old Davis, who ran on the East Bridgewater branch of the Old Colony. You knew Davis?"

The engineer nodded. "For fifty-five years," he said.

"Then you know the story better than I do. You tell it," urged the listener.

"The details don't matter," the engineer responded, readily enough, "but one day the old man's hand was crushed—by his own engine; one that he had handled without accident for years. We fixed him up the best we could, and he bore all our fumbling without a whimper; in fact, he didn't seem to feel it, although it was plain enough that he was pretty well broke up. But when we started him off home he turned to us with tears in his eyes.

"Boys," he said, and it was the first word he'd spoken, 'boys, I wouldn't have believed it of Betsy! I wouldn't have believed it of the old girl!'"—Youth's Companion.

Dangerous Position.

Mr. and Mrs. Aschenbrenner were touring Europe and had just arrived at Pisa. Mrs. Aschenbrenner was all excited upon reaching the leaning tower of Pisa, and eagerly pattered up the spiral stairway, leaving her husband languidly awaiting her return.

As she weighed a shade over the two-hundred mark her husband always dug up an excuse when it came to accompany her on any altitudes above easy-falling distance.

He was just pondering on the beautiful flow of unintelligible language used by their guide when from the topmost rampart came the "Hi-lee, Hi-lo" trill of his wife, who was leaning far out and waving a scarf.

Mr. Aschenbrenner obligingly looked up and then came to life with an anguished roar: "Gretchen, for your life get back! You're bendin' the building!"—Harper's Magazine.

LAND AND REAL ESTATE AGENTS ALONG THE KANSAS CITY SOUTHERN RY.

The Kansas City Southern Railway Company has no lands to sell and is not financially interested in any way in the sale of lands along its line. The following named land and real estate agents are not agents of the Kansas City Southern Railway Company and handle lands entirely on their own responsibility, but are recommended to the Company as reputable men engaged in the real estate business in the various cities and towns along the line.

Allene, Ark.—Allene Real Estate Co.
Amoret, Mo.—C. H. Hutchins.
Amoret, Mo.—Chas. R. Bowman.
Amsterdam, Mo.—O. H. Lawrence.
Anderson, Mo.—Dunn & Chambliss.
Anderson, Mo.—Geo. W. Mitchell.
Ashdown, Ark.—Southern Realty & Trust Co.

Atlanta, Tex.—Westbrooke & Willoughby.
Ballard, Okla.—Ballard Real Estate Co.
Beaumont, Tex.—Bevil & Quinn.
Beaumont, Tex.—Bryan & Vauchetlet.
Beaumont, Tex.—Heisig & Smelker.
Beaumont, Tex.—Junker & Edwards.
Beaumont, Tex.—Theodore Heisig.
Beaumont, Tex.—Oswald Realty Co.
Beaumont, Tex.—Henry & Weaver.
Beaumont, Tex.—Jno. M. Lowrey.
Beaumont, Tex.—W. A. & W. W. Ward.
Beaumont, Tex.—Lloyd M. Blanchette.
Beaumont, Tex.—Wilson & Featherstone.
Benson, La.—A. M. Hale.
Benson, La.—Walter Nolan.
Benson, La.—D. H. Sebastian.
Benson, La.—Southwestern Development & Investment Co., 330 Midland Building, Kansas City, Mo.

Bentonville, Ark.—C. R. Craig.
Blanchard, La.—J. F. White.
Bloomburg, Tex.—J. M. Jones.
Carson, La.—C. P. Fullington, Commerce Bldg., Kansas City, Mo.
Converse, La.—G. I. Paul.
Cove, Ark.—W. J. Barton.
Cove, Ark.—C. H. Wing, 851 N. Y. Life Bldg., Kansas City, Mo.

Cove, Ark.—A. M. Parker.
Decatur, Ark.—Fleming & Weaver.
Decatur, Ark.—Collins & Hunsaker.
De Queen, Ark.—Farmers & Merchants Bank & Trust Co.
De Queen, Ark.—H. C. Towson.
De Queen, Ark.—Garrison & Co.
De Queen, Ark.—W. R. Sossamon.
De Queen, Ark.—Carlton & White.
De Queen, Ark.—Lewis W. Osborne.
De Queen, Ark.—Weatherwax & Co.
De Queen, Ark.—W. P. Andrews.
De Queen, Ark.—E. D. Stewart.
De Quincy, La.—D. D. & J. Lee Herford.
De Quincy, La.—O. T. Maxwell.
De Quincy, La.—De Quincy Land Company.
De Quincy, La.—Matt Lilleburg.
De Ridder, La.—Frank V. Howard.
De Ridder, La.—J. E. McMahon.
De Ridder, La.—Robert Jones.
De Ridder, La.—De Ridder Realty and Collecting Agency.

De Ridder, La.—J. W. Tooke.
Drexel, Mo.—Depue & Hill.
Drexel, Mo.—J. B. Wilson.
Drexel, Mo.—W. P. Jones.
Eagleton, Ark.—F. W. Blanchard.
Elizabeth, La.—Industrial Lumber Co.
Elk Springs, Mo.—John W. Miller.
Fisher, La.—Louisiana Long Leaf Lumber Co.
Fort Smith, Ark.—C. W. L. Armour.
Fort Smith, Ark.—Kelly Trust Co.
Fort Smith, Ark.—Fort Smith Bank & Trust Co.

Fort Smith, Ark.—Arkansas Valley Trust Co.
Fort Smith, Ark.—W. H. Marshall.
Fort Smith, Ark.—R. R. Gravens.
Fort Smith, Ark.—Reutzel & Trusty.
Fort Smith, Ark.—Lee & Robinson.
Fort Smith, Ark.—J. L. Lavenne.
Fort Smith, Ark.—Rogers & Young.
Fort Smith, Ark.—Dawson-Thomas Real Estate Co.
Fort Smith, Ark.—Charles P. Yaden.
Fort Smith, Ark.—Lyman Real Estate Co.

Frierson, La.—The Frierson Co., Ltd.
Gentry, Ark.—Gentry Realty Co.
Gentry, Ark.—Griffin & Wasson.
Gentry, Ark.—Lowell Realty Co.
Gentry, Ark.—John Landgraf.
Gentry, Ark.—Star Land Company.
Gillham, Ark.—Sinclair & Roberson.
Goodman, Mo.—T. W. Roberts & Co.
Goodman, Mo.—J. O. Pogue.
Goodman, Mo.—G. W. Whited.
Goodman, Mo.—J. B. Welsh & Co., Finance Bldg., Kansas City, Mo.

Grandview, Mo.—W. M. Dyer.
Granniss, Ark.—E. H. Poe.
Granniss, Ark.—Hogan, Coyle & Tolle.
Granniss, Ark.—John P. Logan.
Gravette, Ark.—D. Carter.
Gravette, Ark.—Stokes-Stowell Land Co.
Gravette, Ark.—J. T. Oswalt.
Gravette, Ark.—Wm. Fraser.
Gravette, Ark.—W. Hustin.
Hatfield, Ark.—Arnold & Trigg.
Hatton, Ark.—N. L. Harvey.
Heavener, Okla.—Yandell & Steward.
Heavener, Okla.—W. F. Colnon.
Heavener, Okla.—Wilson & Layne.
Horatio, Ark.—J. W. Everett.
Horatio, Ark.—Porter Land Co.
Horatio, Ark.—Elberta Land Co.
Hornbeck, La.—L. D. Woosley.
Hornbeck, La.—D. B. Pate.
Howe, Okla.—John Begley.
Howe, Okla.—C. E. McCartney.
Howe, Okla.—State Bank & Trust Co.
Hume, Mo.—H. C. Curtis.
Hume, Mo.—Wayts & Beadles.
Jaudon, Mo.—E. S. Harrison.
Joplin, Mo.—McDonald Land & Mining Co.
Joplin, Mo.—Marion Staples.
Joplin, Mo.—Pile & Perry.
Joplin, Mo.—Conqueror Trust Co.
Joplin, Mo.—S. H. & Roy E. Stephens.
Joplin, Mo.—St. Paul Mining Co.
Joplin, Mo.—W. H. Dalton.
Kings, Ark.—Wm. Dunham.

Kingston, La.—D. B. Means.
Lake Charles, La.—Dees-West Co.
Lake Charles, La.—R. L. Coleman.
Lake Charles, La.—H. F. Von Phil.
Lake Charles, La.—Leon & E. A. Chavanne.
Lake Charles, La.—H. M. Chitwood.
Lake Charles, La.—W. K. Banker.
Lake Charles, La.—O. S. Dolby.
Lake Charles, La.—J. B. Watkins.
Lake Charles, La.—Hammond & Wentz.
Lake Charles, La.—C. S. Nabors.
Lanagan, Mo.—C. R. Wortham.
Lanagan, Mo.—Frank B. Dolson, 202 Commerce Bldg., Kansas City, Mo.
Leesville, La.—P. G. Pye & Co.
Leesville, La.—McFarland & Wintle.
Leesville, La.—Lee McAlpin.
Leesville, La.—Hicks Abstract & Realty Co.
Leesville, La.—Thos. C. Wingate.
Lockesburg, Ark.—A. Rawlins.
Lockesburg, Ark.—G. A. Nall.
Mansfield, Ark.—Fred Britton.
Mansfield, La.—McCarter & Whiting.
Marble City, Okla.—Barry Dotson.
Mena, Ark.—Dennis, Kelly & Stratton.
Mena, Ark.—John H. Hamilton.
Mena, Ark.—J. H. Allen.
Mena, Ark.—Homeseekers' Information Bureau.
Mena, Ark.—Hartman & Stevenson.
Mena, Ark.—J. L. Horner.
Mena, Ark.—Fred Van Wagner.
Mena, Ark.—J. H. Naylor.
Mena, Ark.—M. B. Legate.
Mena, Ark.—W. A. Ragland.
Merwin, Mo.—C. H. Stipp.

- Merwin, Mo.—H. E. Long.
 Mineral, Ark.—H. H. Lovell.
 Neosho, Mo.—S. L. Davis.
 Neosho, Mo.—R. B. Rudy.
 Neosho, Mo.—Beeler & Beeler.
 Neosho, Mo.—Bennett & Banks Fruit Land Co.
 Noel, Mo.—H. C. Alexander.
 Panama, Okla.—W. D. Massey & Son.
 Panama, Okla.—T. W. Sprinkel.
 Pittsburg, Kan.—J. C. Armstrong.
 Pittsburg, Kan.—H. M. Scott.
 Pittsburg, Kan.—Moore & Cropper.
 Pickering, La.—J. D. La Brie, Keith & Perry Bldg., Kansas City, Mo.
 Port Arthur, Tex.—Port Arthur Land Co.
 Poteau, Okla.—R. E. Patrick.
 Poteau, Okla.—Tom Wall.
 Poteau, Okla.—Wyley Lowrey.
 Poteau, Okla.—W. H. Harrison.
 Poteau, Okla.—Poteau Valley Realty Co., F. W. Bird, Mgr.
 Poteau, Okla.—A. H. Crouthamel.
 Poteau, Okla.—W. C. Beesley.
 Poteau, Okla.—A. E. Deason.
 Rich Mountain, Ark.—T. W. Blanchard.
 Sallisaw, Okla.—Sallisaw Realty Co.
 Shreveport, La.—L. E. Tignor.
 Shreveport, La.—J. G. Hester, 512 Market St.
 Shreveport, La.—Queensboro Land Co.
 Shreveport, La.—S. B. Simon.
 Shreveport, La.—T. L. Hammett.
 Shreveport, La.—G. E. Gilmer, 213 Milam St.
 Shreveport, La.—Walter H. Polk.
 Shreveport, La.—La. R. E. & Develop. Co.
 Shreveport, La.—W. A. Jones.
 Shreveport, La.—Ragsdale R. E. Exchange.
 Shreveport, La.—Emery Bros.
 Shreveport, La.—L. C. Bulkley, 12 Simon Bldg.
 Shreveport, La.—Willis A. Adams, 105 Majestic Bldg.
 Shreveport, La.—Brooks & Mason Realty Co., 211 Com. Nat'l Bank Bldg.
 Shreveport, La.—F. M. Bates.
 Shreveport, La.—Southern Realty Co.
 Siloam Springs, Ark.—Bank of Commerce.
 Siloam Springs, Ark.—Shannon Realty Co.
 Siloam Springs, Ark.—Dunlap & Sons.
 Siloam Springs, Ark.—L. P. Moss.
 Siloam Springs, Ark.—J. A. Petty.
 Siloam Springs, Ark.—Oklahoma Realty Co.
 Siloam Springs, Ark.—J. R. Brockman.
 Siloam Springs, Ark.—Perkins & McReynolds.
 South Mansfield, La.—De Soto Industrial Co., J. C. Yarbrough, Secy.
- South Mansfield, La.—South Mansfield Realty Company.
 Spiro, Okla.—Hickman & Harris.
 Spiro, Okla.—G. M. Derryberry.
 Spiro, Okla.—Cassady Real Estate Co.
 Starks, La.—Chas. Batchelor.
 Starks, La.—V. C. Clark.
 Stilwell, Okla.—W. H. Davis.
 Stilwell, Okla.—Blank & Corley.
 Stilwell, Okla.—R. R. McCloud.
 Stilwell, Okla.—Stilwell Land Co.
 Stilwell, Okla.—Joe M. Lynch.
 Stilwell, Okla.—Wyly & Anderson.
 Statesbury, Mo.—F. B. Croft.
 Statesbury, Mo.—J. G. Rennie.
 Statesbury, Mo.—D. A. Beck Realty Co.
 Sulphur Springs, Ark.—S. O. Whaley.
 Texarkana, Ark.—Tex.—M. C. Wade, 305 State National Bank Bldg.
 Texarkana, Ark.—Tex.—W. H. Ward, 219 State National Bank Bldg.
 Texarkana, Ark.—Tex.—G. H. Hays, 115 East Broad St.
 Texarkana, Ark.—Tex.—Ralph Moore, 122 East Broad St.
 Texarkana, Ark.—Tex.—Texarkana Trust Co.
 Texarkana, Tex.—F. A. Simonds, 219 Vine St.
 Texarkana, Tex.—W. G. Hancock, Rialto Bldg.
 Texarkana, Tex.—G. Less Co.
 Vivian, La.—A. F. Powell.
 Vivian, La.—Bird & Clarkson.
 Waldron, Ark.—Frank Bates.
 Waldron, Ark.—Wilson & Myers.
 Watts Okla.—Watts Townsite Co.
 Watts, Okla.—M. M. Edmiston.
 West Lake, La.—Locke-Moore & Co.
 Westville, Okla.—T. E. Sheffield.
 Westville, Okla.—P. J. Dove.
 Westville, Okla.—W. J. Foreman.
 Westville Okla.—Westville Land Co.
 Westville, Okla.—White & Harris.
 Wickes, Ark.—L. C. Wilson.
 Wilton, Ark.—A. Kennen.
 Winthrop, Ark.—Sessions Land Co.
 Zwolle, La.—H. A. Miner & Co.
 Zwolle, La.—Sabine Lumber Co.
 Zwolle, La.—R. L. Gay & Co.
 Zwolle, La.—H. C. Pruitt.
- Indian Lands, Oklahoma.**
 J. G. Wright, Commissioner to the Five Civilized Tribes, Muskogee, Okla.
 Dana H. Kelsey, U. S. Indian Agent, Muskogee, Okla.
- U. S. Homestead Lands in Arkansas.**
 Receiver, U. S. Land Office, Camden, Ark.

Commercial Associations

- Amsterdam, Mo.—Commercial Club, Geo. V. Boswell, Secy.
 Anderson, Mo.—Commercial Club, Bert Dunn, Secy.
 Ashdown, Ark.—Little River County Bank, W. C. Martin, Cashier.
 Beaumont, Tex.—Chamber of Commerce, T. W. Larkin, Secy.
 Fort Smith, Ark.—Commercial League, C. W. L. Armbr, Secy.
 Gravette, Ark.—Commercial Club, Herb Lewis, Secy.
 Heavener, Okla.—Ten Thousand Club, W. S. Barwick, Secy.
 Howe, Okla.—Commercial Club, H. W. Moreland, Secy.
 Joplin, Mo.—Commercial Club, F. L. Yale, Secy.
 Lake Charles, La.—Progressive League; O. S. Dolby, Secy.
 Leesville, La.—Commercial Club, Geo. H. Schweitzer, Secy.
 Mansfield, La.—Chamber of Commerce, J. M. Rodgers, Secy.
 Mansfield, La.—Bank of Commerce, Ben Johnson, Cashier.
 Many, La.—Sabine Valley Bank, Frank Hunter, Cashier.
 Marble City, Okla.—Marble City Improvement League, C. C. Leslie, Secy.
 Mena, Ark.—Mena Land & Improvement Co., W. C. B. Allen, Mgr.
- Neosho, Mo.—Commercial Club, O. F. Brockman, Secy.
 Pittsburg, Kan.—Chamber of Commerce, Geo. W. Kidder, Secy.
 Port Arthur, Tex.—Board of Trade, A. B. Hall, Secy.
 Poteau, Okla.—Chamber of Commerce, Chas. W. Collins, Secy.
 Poteau, Okla.—First National Bank, Tom Wall, Cashier.
 Sallisaw, Okla.—Commercial Club, A. I. Doerr, Secy.
 Shreveport, La.—Chamber of Commerce, E. L. McColgin, Secy.
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Little River County

ARKANSAS

For the General Farmer, Stock Raiser and Dairyman

The best all around general farming and stock raising country, with fewer shortcomings and great material advantages, and a greater variety of agricultural resources than any other country west of the Mississippi River is

LITTLE RIVER COUNTY, ARKANSAS.

Here, within a compact area, is the largest acreage of rich bottom lands and fertile uplands to be found in Western Arkansas, with a well distributed rainfall of forty inches and practically no waste land. These bottom lands, none of them subject to overflow, produce annually from

Fifty to seventy-five bushels of corn,
Twenty to thirty bushels of wheat,
Forty to eighty bushels of oats,
Two hundred bushels of potatoes,
Three-fourths to one and one-half bales of cotton,
One and one-half to three tons of hay.
Five to seven tons of alfalfa per acre.

and most of the uplands produce two-thirds of this yield.

Little River County won the first prize on cotton and the first prize of alfalfa at the World's Fair in St. Louis in 1904, and the first prize on corn at the Boys' Corn Club Exhibits, Arkansas State Fair, 1909.

An unexcelled stock country with a natural pasturage lasting more than nine months in the year and a soil capable of producing enormous quantities of forage of every kind. A country free from stock diseases, and in which alfalfa is green all the year round; green switch cane keeps stock fat all winter, and where winter soiling crops can be easily and profitably grown; where the winter climate is so mild that but little extra feeding and shelter are required. There is no section of country where hogs, cattle, sheep, horses and mules can be raised more cheaply than here. The water supply is very abundant, pure and of excellent quality, and the thousands of acres of alfalfa, grasses, forage and grain available here make dairying, hog raising and poultry very profitable.

Little River County, Ark., has within its borders the valleys of Red River, Little River and their numerous tributaries, and more than half of its area is good bottom or second bottom land. Three railways traverse the county, and no tract is more than ten miles from a railroad, and with the extension of the M. D. & G. Railway westward no tract will be more than six miles distant. Nearly every acre in this county is tillable land, and there are no rocky or hilly lands in the county.

Splendid little towns are scattered throughout the county, and there are good schools and churches in every neighborhood. Public health is good. Improvements cost less than one-third of what they do in other localities, because building material is very cheap. Our taxes are extremely low, and lands of the best quality can be had at prices ranging from \$10 to \$35 per acre, some lands cheaper.

Ashdown, the County Seat and largest town, is located near the center, has over 3,000 inhabitants, and is a pleasant place to live in. It is reached from all parts of the county by good public roads. It has three trunk lines of railway, the Kansas City Southern, the St. Louis & San Francisco, and the Memphis, Dallas & Gulf Railways, which afford splendid transportation facilities. There are in Ashdown a cotton oil mill, a stave mill, flour mill, two wholesale grocery houses, two banks, two good hardware, furniture and implement houses, a number of dry goods and grocery firms, a \$40,000 court house, a \$20,000 school building, a \$40,000 brick hotel, three fine churches and numerous other buildings. About six new dwellings and one or two brick business buildings are erected each month, indicating a steady growth.

Write us for further information in detail.

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